



Received
Planning Division
06/30/2021

HERZOG-MEIER VOLKSWAGEN/VOLVO

SERVICE DEPARTMENT EXPANSION

Design Review 3 Application

June 1, 2020

Revisions:

August 28, 2020

October 14, 2020

June 29, 2021

PREPARED FOR:
Herzog-Meier Volkswagen/Volvo
4275 SW 139th Way
Beaverton, OR 97005

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INTRODUCTION TO DEVELOPMENT PROJECT

i. General Information

Project Name:	Herzog-Meier Volkswagen/Volvo Service Department Expansion 4275 SW 139 th Way Beaverton, OR 97005
Owner:	Herzog Properties LLC 4275 SW 139 th Way Beaverton, OR 97005
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Applicant:	Tim Brunner AXIS Design Group Architecture & Engineering, Inc. 11104 S.E. Stark Street Portland, OR 97216
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Phone:	(503) 284-0988
Email:	erinu@axisdesigngroup.com
Application Type:	Design Review 3
Property ID:	1S116BB 03300
County:	Washington
State ID (Primary):	R2192551
Site Size:	4.52 acres
Use:	Automotive Sales and Service
Zoning:	General Commercial (GC)

ii. Summary of Application

The scope of this proposal involves an expansion to the existing Automotive Service Department for Herzog-Meier Volkswagen and Volvo. The existing service building serves both dealerships, is located completely in the floodplain and is to be partially demolished. The remaining portion of this building is to be remodeled and reconfigured, with exterior façade improvements constructed. Additionally, a new, larger, state-of-the-art service building is proposed on the northeast corner of the site. To connect the new and existing service buildings, a new breezeway canopy with a vegetated green roof is proposed; together, the new and existing service buildings will function as one expanded and improved service department servicing both Volkswagen and Volvo customer vehicles.

This expansion project will not only provide a spacious and fully modern facility to attract and retain talented service technicians, the project features floodplain mitigation, achieved by relocating the majority of the service function to above the floodplain level. Further, the proposed new service building features a rooftop parking level, upon which inventory vehicles can be stored on site, out of the floodplain.

Overall site work includes regrading, new parking areas and pedestrian walkways, removal of one access driveway, accessibility improvements to two existing access driveways as well as improved sidewalks, new landscaping and stormwater management and treatment facilities.

iii. Existing Conditions

Herzog-Meier Volkswagen and Volvo automotive dealerships are located at 4275 SW 139th Way and 4180 SW 141st Avenue, respectively. These two automotive dealerships are located in separate buildings on the same 4.52 acre property in the General Commercial (GC) zone. The property has frontages on Tualatin Valley Highway, SW 141st Avenue, SW 139th Way and SW Whitney Way. Automotive sales and service are approved uses in this zoning district. Herzog-Meier Volkswagen and Volvo display, sell and service new and used vehicles.

The existing Volvo Showroom building with service reception drive is located in the southwest corner of the site. The existing Volkswagen Showroom building with service reception drive is located in the southeast corner of the site. The shared service and parts building, for use by both Volvo and Volkswagen, adjoins the Volkswagen service reception drive and is located in the center of the site.

The FEMA 100-year floodplain overlays a large portion of the site; the existing floodway runs diagonally across the site, under the Volkswagen Service Reception, as approved in DR 2012-0077 and LD 2012-0008.

The existing site is non-conforming with respect to on-site landscaping and vehicle parking. The site is readily accessed by regional public transportation and features pedestrian plaza areas along SW Tualatin Valley Highway. The existing site access driveways are located on SW 141st Ave, SW Whitney Way and SW 139th Way. The property's frontage along SW Whitney Way is designated as a Major Pedestrian Route on one side.

Adjacent properties to the east, west and south of the site are zoned General Commercial (GC). Adjacent properties to the north are zoned Station Community – High Density (SC-HDR).

See the Existing/Demo Site Plan, sheet A-101.

iv. Proposed Development

This project proposes a partial demolition of the existing service building along with a renovation to the remaining portion of this building. Additionally, a new freestanding service building with breezeway canopy are proposed, as well as associated site improvements.

First, approximately 5,700 sf of the existing service shop is proposed to be removed from the floodplain area. This demolished area includes 20 service bays, a manual car wash for employee use, a night drop area for automotive parts, a compressor room, an uncovered trash enclosure, an uncovered oil storage area and associated building utilities, including a 480V transformer. The remaining portion of the service and parts building is to be renovated, with 4 existing vehicle lifts to be removed and replaced with 4 quick lube service bays, an area that will continue to be accessed by employees only. In addition, 1 new alignment bay, a compressor room and an interior oil storage room are proposed in the renovated area. Additional upgrades to employee restrooms and locker rooms are proposed along with exterior finish upgrades, consisting of new cementitious wood siding with narrow reveal and an upper, furred stucco band that offers articulation to the façade. These finishes will tie in with and complement the existing adjacent finishes on the east, south and west elevations of the service/parts building. Operationally, automotive service customers will continue to interface with the service department via the respective Volkswagen and Volvo service reception drives and adjacent write-up areas.

Additionally, a new approximately 24,900 sf service building is proposed on the northeast corner of the site, with its finished floor to be 1' above the floodplain level. This new building is to include 29 service bays, interior storage, office and employee areas, as well as a manual car wash for employee-only use. The west side of this building is to feature a vehicle ramp to a rooftop inventory storage area. The building architecture features stucco-finished, vertical and horizontal bands of rhythmic articulation along the public-facing street frontages. These bands contrast and harmonize with a series of adjacent recessed wall planes featuring either concrete block or stucco finishes and a series of punched storefront window openings. Two vertical stair towers, on the southeast and northwest corners of the proposed building, are expressed on the street-facing facades and volumetrically balance the horizontal span of the building along SW 139th Way. The design and material palette of the proposed building complements and reflects the design and finishes of the existing adjacent service/parts building and Volkswagen showroom building.

In between the existing and new service buildings, an approximately 2,400 sf breezeway canopy with vegetated green roof is proposed to functionally connect the expanded service department. The perimeter of this steel frame canopy is to be wrapped with a similar stucco-finished band that will visually tie together the design of the existing and new service buildings. Further, the proposed canopy serves to strengthen the on-site pedestrian connection for employees and provide weather protection. The proposed breezeway canopy has sufficient vertical clearance to allow emergency and delivery access to the interior of the site; the canopy will feature signage noting that this area is not intended for public access. Moreover, the area under the canopy has been designed to meet the requirements for fire department, automotive transport truck and waste collection vehicle access. Employees will access the site, and its new designated employee parking area, from the driveway on SW 141st Ave. Customers will continue to utilize the driveways on SW 139th Way and SW 141st Ave to access the site.

Importantly, the proposed project impacts the service function of the Volkswagen and Volvo dealerships only - the sales function and showroom areas are existing to remain. Storage areas for inventory vehicles that are sold and displayed on site, however, will be impacted by the proposed development, as the proposed service building location will remove a large area of inventory vehicle storage at grade level and relocate inventory storage to the rooftop of the new service building. Several new service vehicle staging areas are also proposed in the northwest area of the site – these areas are for employee-use only.

Proposed site improvements include new landscaping, parking areas, frontage improvements along SW Tualatin Valley Highway, on and off-site lighting, utilities, stormwater treatment, ADA upgrades to existing curb ramps and driveway aprons, and a new covered trash enclosure. The existing access driveway to SW Whitney Way is proposed to be removed and replaced with the curb, planting strip, sidewalk and landscaping extended.

For the demolition work, see the Demo/Existing Site Plan, sheet A-101. For the proposed work, see the Proposed Site Plan, sheet A-102. For the proposed site lighting, see the Site Lighting Plan, sheet A-103. For a summary of existing, demo and new building areas along with a tabulation of existing and proposed parking, see the Site Parking and Circulation Plan, sheet A-104. For various vehicle circulation paths, see the Site Circulation Plans, sheets A-104A through A-104F.

The proposed development includes applications for Parking Determination, Loading Determination, Major Modification of Conditional Use, Sidewalk Design Modification and Tree Plan 2.

CHAPTER 20 – LAND USES

20.10. COMMERCIAL LAND USE DISTRICTS

20.10.10. Purpose.

1. General Commercial (GC)

The GC District is intended to provide businesses requiring extensive land intensive outdoor storage and/or display of merchandise, equipment, or inventory.

RESPONSE: The subject property is located in the GC zone.

20.10.15. SITE DEVELOPMENT STANDARDS

Site Development Standards support implementing development consistent with the corresponding zoning district. All superscript notations refer to applicable regulations or clarifications as noted in footnotes below. [ORD 4584; June 2012]

Development Standards Superscript Numbers Refer to Footnote	NS	CS	CC	GC
A. Minimum Parcel Area - Non-Residential	7,000	7,000	None	7,000
B. Minimum Land Area ¹ - Residential	Refer to Section 20.25.05.			
1. Attached	1,000 / unit	1,000 / unit	1,000 / unit	1,000 / unit
2. Detached	4,000 / unit	4,000 / unit	4,000 / unit	4,000 / unit
C. Lot Dimensions				
1. Minimum Width	70	70	None	70
2. Minimum Depth	100	100	None	100
D. Minimum Yard Setbacks				
1. Front ²	None	None	None	None
2. Side ^{2,3}				
a. Abutting lot	10	10	None	10
b. Abutting Street (public or private)	None	None	None	None
3. Rear ⁴	20	20	None	20
E. Minimum Open Air Display Setbacks ⁵				
1. Front	20	20	None	20
F. Building Height				
1. Maximum ⁶	35	60	60	60

1. For Attached, minimum parent parcel of land area per dwelling unit; For Detached, minimum land area per dwelling unit.
2. Maximum front and side yard setback applies to buildings in commercial zones located on parcels that exceed 60,000 square feet pursuant to Section 60.05.15.6. Any deviation from that standard shall be reviewed through the Design Review Three application process and the corresponding Design Review Design Guideline.
3. For buildings in commercial zones not abutting a residential use in a residential zone, minimum setback does not apply. Under the thresholds outlined in Section 40.30., application may be made for zero side yard setbacks on parcels abutting residential use in a residential zone.
4. Rear yard setback is applicable to only the portion of the rear yard which abuts a residential zone; otherwise the minimum rear yard setback is 0 feet.
5. Where permitted, open air sales / display / storage of merchandise shall be setback at least 20 feet from the front property line. The area shall be designated and subject to Decision Maker approval.
6. Maximum building height of a building or a portion of a building within 50 feet of a residentially zoned property, measured from the residential property line, is 35 feet or the maximum height permitted in the residential district, whichever is greater.

RESPONSE: The existing property complies with the development standards for lot dimensions. The proposed scope of work complies with the minimum yard setbacks and maximum standard building height for the GC zone. The proposed modifications to the existing service department feature building heights consistent with the existing roof structure. The proposed setbacks for the new service building are 0 ft. along SW 139th Ave and 3'-5" along SW Whitney Way; the proposed height is less than the maximum allowed. See the Proposed Site Plan, sheet A-102 and the Exterior Elevations, sheets A-221 and A-222.

20.10.20. LAND USES

The following Land Uses are Permitted (P), allowed with a Conditional Use (C) approval, or Prohibited (N) as identified in the following table for the Commercial Zoning Districts. All superscript notations refer to applicable Use Restrictions Section 20.10.25.

Category and Specific Use Superscript Refers to Use Restrictions		NS P: Permitted	CS C: Conditional	CC N: Prohibited	GC
14. Storage	A. Self-Storage Facilities	N	N	C	P
	B. Storage Yards	N	N	C	P
15. Temporary Living Quarters		N	C	P	P
16. Vehicles	A. Automotive Service, Major	C	C	N	C
	B. Automotive Service, Minor	C	P	C	P
	C. Bulk Fuel Dealerships	C	P	C	P
	D. Sales or Lease	N	N	N	P
	E. Rental	N	C	C	P
17. Drive-Up Window Facilities		P	P	P	P
18. Food Cart Pods ¹⁴		P ¹⁵	P	P	P

RESPONSE:

Automotive Service, Minor, is an existing use and is permitted outright in the GC zone. Automotive Service, Major is an existing use that was allowed at this property in 1974 by CUP 9-74 and Ordinance 1935, enclosed with this application for reference. At that time, vehicle repair shops were considered a single use and therefore all Automotive Services, Major and Minor, were allowed.

The proposed development includes modification to the existing service building in which both Automotive Service, Major and Minor, uses exist. In the proposed development, the Automotive Service, Major and Minor uses are to relocate to the new service building, with a net area increase of Automotive Service, Major and Minor, proposed.

A Major Modification of a Conditional Use is included with this application.

CHAPTER 40 - APPLICATIONS

40.03. FACILITIES REVIEW COMMITTEE

Consistent with Section 10.95.3. (Facilities Review Committee) of this Code, the Facilities Review Committee shall review the following Type 2 and Type 3 land use applications: all Conditional Use, Design Review Two, Design Review Three, Public Transportation Facility Reviews, Street Vacations, and applicable Land Divisions. Applicable land division applications are Replats, Partitions, Subdivisions, Fee Ownership Partitions, and Fee Ownership Subdivisions. In making a recommendation on an application to the decision making authority, the Facilities Review Committee shall base its recommendation on a determination of whether the application satisfies all the following technical criteria. The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B., and all the following criteria have been met, as applicable:

1. All Conditional Use, Design Review Two, Design Review Three, and applicable Land Division applications:
 - A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.

RESPONSE: Adequate critical services and facilities, including utilities, fire water and transportation infrastructure, to service the proposed development exist or will be provided at the time of this project's completion.

- B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five (5) years of occupancy.

RESPONSE: Essential facilities and services to the site exist and will be available for the proposed development.

- C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).

RESPONSE: The proposed development complies with the applicable provisions of Chapter 20. An application for a Major Modification of the existing Automotive Service, Major use has been submitted concurrently with this application.

- D. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all improvements, dedications, or both, as required by the applicable provisions of Chapter 60 (Special Requirements), are provided or can be provided in rough proportion to the identified impact(s) of the proposed development.

RESPONSE: The proposed development meets the provisions of Chapter 60; where design standards cannot be met due to site conditions or particular features of the use, the design guidelines are satisfied.

- E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.

RESPONSE: Private, on-site facilities, including parking areas, landscape areas, groundcover and a trash enclosure will be upgraded in this project.

- F. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.

RESPONSE: The enclosed Site Circulation Plans (sheets A-104A through A-104F) demonstrate that safe and efficient vehicular and pedestrian patterns will be provided with this development. Safe and efficient vehicular and pedestrian patterns exist elsewhere on site, outside the area of work; these areas are to remain.

- G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.

RESPONSE: The enclosed Traffic and Parking Studies demonstrate that the on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient and direct manner.

- H. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.
-

RESPONSE: Existing and proposed structures and facilities are designed and will be designed per City codes and standards for fire protection. The enclosed Fire Service Provider Letter and Site Plan documents that the required fire flow will be provided.

- I. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.
-

RESPONSE: Existing and proposed structures and facilities are designed and will be designed per City codes and standards for safety and crime prevention. Proposed areas are to be well-lit, as is shown with the enclosed Photometric Plans.

- J. Grading and contouring of the development site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.
-

RESPONSE: The proposed development has been designed to properly manage stormwater on and off-site where application, as is shown in the enclosed Civil Drawings, No-Rise Analysis and Preliminary Stormwater Report.

- K. Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.
-

RESPONSE: The proposed development provides new accessible parking and routes to the building from the parking areas and the public sidewalk. Within the interior project areas, all spaces will comply with ADA code requirements.

- L. The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code. [ORD 4265; October 2003]
-

RESPONSE: This application includes all application forms, fees, this written narrative, along with associated drawings and documents.

40.15. CONDITIONAL USE

40.15.05. Purpose.

The purpose of a Conditional Use application is to review uses that may be compatible in the underlying zoning district but because of their size, operation, or other characteristics require review on a case-by-case basis. These uses are subject to the

regulations in this Section because they may, but do not necessarily, result in significant adverse effects upon the environment, overburden public services, alter the character of the surrounding area or create nuisances. Conditional Uses may be approved, approved with site-specific conditions designed to minimize or mitigate identified adverse impacts, or denied. A Planned Unit Development is a special kind of Conditional Use that permits the modification of the development standards in the underlying zoning district to achieve innovative design, preserve natural resources, reduce energy consumption and/or otherwise address unique site opportunities and constraints. Such approval allows the modification of such design standards without the necessity for separate Adjustment or Variance applications. Within the SC-S (Station Community-Sunset) zoning district, a Planned Unit Development is required to ensure that specific development requirements are satisfied. This Section is carried out by the approval criteria listed herein. [ORD 4473; March 2008] [ORD 4578; March 2012]

40.15.10. Applicability.

The uses listed in Chapter 20 (Land Uses) for each zoning district as a Conditional Use shall be subject to the provisions of this section.

40.15.15. Application.

There are four (4) Conditional Use applications which are as follows: Minor Modification of a Conditional Use, Major Modification of a Conditional Use, New Conditional Use, and Planned Unit Development.

2. Major Modification of a Conditional Use.

A. Threshold. An application for Major Modification of a Conditional Use shall be required when one or more of the following thresholds apply:

1. An increase in the gross floor area of an existing Conditional Use more than 10% or more than 1,000 gross square feet of floor area for all properties that are located in a Residential zoning district or within a distance of up to and including 50 feet of a Residential zoning district.
2. An increase in the gross floor area of an existing Conditional Use by more than 25% or in excess of 3,000 gross square feet of floor area for all properties that are not located in a Residential zoning district and are located at a distance of more than 50 feet from a Residential zoning district.
3. Projected or actual increase in vehicular traffic to and from a site approved for an existing Conditional Use of more than 100 vehicle trips per day as determined by using the Institute of Transportation Engineers (ITE) Trip Generation manual or an evaluation by a traffic engineer or civil engineer licensed by the State of Oregon for all properties that are located in a Residential zoning district or are located at a distance of up to and including 50 feet from a Residential zoning district.
4. A projected or actual increase in vehicular traffic to and from a site approved for an existing Conditional Use of more than 200 vehicle trips per day as determined by using the Institute of Transportation Engineers (ITE) Trip Generation manual or an evaluation by a traffic engineer or civil engineer licensed by the State of Oregon for all properties that are not located in a Residential zoning district and are located at a distance of more than 50 feet from a Residential zoning district. [ORD 4365; October 2005] [ORD 4473; March 2008] [ORD 4498; January 2009]

RESPONSE: Threshold criteria 2 and 4 apply to the proposed development.

B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Major Modification of a Conditional Use. The decision making authority is the Planning Commission.

RESPONSE: It is acknowledged that a Type 3 procedure applies to the proposed development.

- C. Approval Criteria. In order to approve a Major Modification of a Conditional Use application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Major Modification of a Conditional Use application.

RESPONSE: Threshold criteria 2 and 4 are satisfied.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

RESPONSE: All City fees for this application have been paid.

3. The proposal complies with the applicable policies of the Comprehensive Plan.

RESPONSE:

The proposed development is consistent with the Comprehensive Plan Goal 3.1.1: Policies a, c, f, j, l; Goal 3.7.1: Policies a, b; Goal 3.7.2: Policy a.

In particular, the proposed development is designed to specifically enhance the livability of the surrounding area as follows:

1. The expanded service facility offers an improved, safer and healthier workplace environment to support employees and to support the efficient and high-quality service of vehicles for people in the community.
2. All vehicle repair activity is to occur inside the building and during business hours.
3. Relocated garbage/recycling area will be screened from view.
4. Any existing chemical contamination discovered in the demolished service building area in the floodplain will be mitigated.
5. Volkswagen is committed to expanding the availability of clean, electric vehicles; the new facility will include EV charging and repair areas for employee use.
6. The site design features landscape buffers, an improved storm water filtration system, improved sidewalks and on-site pedestrian connections, and ADA improvements at existing curbs and driveways.
7. The removal of the existing access driveway from SW Whitney Way will reduce traffic along this local street and increase the number of on-street parking spaces available.
8. On site, a net decrease of inventory vehicles at grade level and in the floodplain is proposed, with more vehicle inventory storage to occur on the roof deck of the new service building where headlights will be screened from view.

-
4. The existing use has been approved as a Conditional Use as governed by the regulations in place when the use was established and complies with the applicable conditions of the Conditional Use approval unless the applicant has received or is concurrently requesting one or more conditions be removed or modified as part of the current application. [ORD 4473; March 2008]
-

RESPONSE: Automotive Service, Major is an existing use that was allowed at this property in 1974 by CUP 9-74 and Ordinance 1935, enclosed with this application for reference. At that time, vehicle repair shops were considered a single use and therefore all Automotive Services, Major and Minor, were allowed. The proposed development includes modification to the existing service building in which both Automotive Service, Major and Minor, uses exist. The proposed development includes modification to the existing service building in which both Automotive Service, Major and Minor, uses exist. In the proposed

development, the Automotive Service, Major and Minor uses are to relocate to the new service building, with a net area increase of Automotive Service, Major and Minor, proposed, in excess of 3,000 sf.

5. The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have a minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site.
-

RESPONSE: The size of the proposed service building is similar to the existing building on site that houses the Volkswagen showroom, service reception and parts department. Additionally, the adjacent Porsche and Audi developments to the east also feature buildings of a similar size and use. Tualatin Valley Highway provides ample access via multiple modes of public and private transportation and serves as the primary route of travel by which customers and employees would access the proposed development. Direct pedestrian access to the site is available with an existing bus stop adjacent to the Volkswagen and Volvo pedestrian plazas along Tualatin Valley Highway.

The proposed project is designed to provide visually engaging and appealing street frontages that define and enhance the Major Pedestrian Route street corner at SW Whitney Way and SW 139th Way. This is accomplished by locating the new service building adjacent to the street and providing enhanced landscaping, architecturally articulated building features and new bicycle parking areas and pedestrian paths from public sidewalks. The proposed development supports a growing and vital commercial core in central Beaverton.

6. The proposal will not modify previously established conditions of approval for the prior Conditional Use consistent with Section 50.95.6. of the Development Code. [ORD 4473; March 2008] [ORD 4584; June 2012]
-

RESPONSE: This proposal does not modify previously established conditions of approval for the prior Conditional Use. The Conditional Use was allowed outright at its time of development.

7. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.
-

RESPONSE: Applications and documents have been submitted in their proper sequence.

D. Submission Requirements. An application for a Major Modification of a Conditional Use shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Major Modification of a Conditional Use application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

RESPONSE: Application forms, signed by the owner and the owners authorized agents, are provided with this application. The application is accompanied by the supporting documentation specified on the application form and as outlined at the Pre-Application Conference held on 12/11/2019 (PA2019-0087).

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Major Modification of a Conditional Use application to ensure compliance with the approval criteria.
-

RESPONSE: Acknowledged.

- F. Appeal of a Decision. Refer to Section 50.70.
- G. Expiration of a Decision. Refer to Section 50.90.
- H. Extension of a Decision. Refer to Section 50.93.

40.20. DESIGN REVIEW

[ORD 4332; January 2005]

40.20.05. Purpose.

The purpose of Design Review is to promote Beaverton's commitment to the community's appearance, quality pedestrian environment, and aesthetic quality. It is intended that monotonous, drab, unsightly, dreary and inharmonious development will be discouraged. Design Review is also intended to conserve the City's natural amenities and visual character by ensuring that proposals are properly related to their sites and to their surroundings by encouraging compatible and complementary development. To achieve this purpose, the Design Review process is divided into two major components; Design Standards and Design Guidelines. Both standards and guidelines implement Design Principles, which are more general statements that guide development of the built environment. The Design Standards are intended to provide a "safe harbor" approach to designing a project. Depending on the design thresholds, designing a project to the standards would result in an administrative review process. However, the applicant may elect to bypass design review under the Design Standards and go straight to Design Review under the Design Guidelines, where review is subject to a public hearing at the applicant's option. [ORD 4584; June 2012]

An applicant for Design Review approval can address design review requirements through a combination of satisfying certain Design Standards, and in instances where it elects not to utilize Design Standards, satisfy applicable Design Guidelines. In such a case, the public hearing and decision will focus on whether or not the project satisfies the requirements of the applicable Design Guidelines only.

Because the Design Standards are a "safe harbor", there is no penalty for not meeting the Design Standards. Rather, the public hearing process would be required to consider the project by relying solely on the Design Guidelines which correspond to the Design Standards but are intended to allow more flexibility and originality. Design Guidelines are also intended to recognize unique circumstances where corresponding standards are found to be unnecessary or undesirable. Where Design Guidelines apply, the project proponent will simply be required to demonstrate how the project meets these Guidelines at a public hearing. The decision making authority must make findings how the guidelines are met or if they apply to the proposal.

The purpose of Design Review as summarized in this Section is carried out by the approval criteria listed herein.

[ORD 4531; April 2010]

40.20.10. Applicability.

1. The scope of Design Review shall be limited to the exterior of buildings, structures, and other development and to the site on which the buildings, structures, and other development are located. [ORD 4584; June 2012]
2. Considering the thresholds for the Design Review Compliance Letter, Design Review Two, or Design Review Three applications and unless exempted by Section 40.20.10.3. (Design Review) approval shall be required for the following: [ORD 4584; June 2012]
 - A. All uses listed as Conditional Uses in the R10, R7, and R5 zoning districts. [ORD 4584; June 2012]
 - B. All uses listed as Permitted and Conditional Uses in the R4, R2, and R1 Residential zoning districts. [ORD 4584; June 2012]
 - C. All uses listed as Permitted and Conditional Uses in all Commercial, Industrial, and Multiple Use zoning districts.

- D. Site grading.

RESPONSE: Criteria C applies. This Design Review application addresses the expansion of an existing Conditional Use in a Commercial zone.

- 3. Design Review approval shall not be required for the following:
 - A. All uses listed as Permitted Uses in the R10, R7 and R5 Residential zoning districts. [ORD 4584; June 2012]
 - B. Detached dwellings and related residential accessory structures in any Residential or Commercial zoning district. [ORD 4542; June 2010]
 - C. Maintenance of a building, structure, or site in a manner that is consistent with previous approvals.
 - D. Painting of any building in any zoning district.
 - E. Wireless communication facilities.
 - F. Food Cart Pods. [ORD 4662; September 2015]

RESPONSE: None of these exemption criteria apply to this project.

- 4. Design review approval through one of the procedures noted in Section 40.20.15. will be required for all new development where applicable. The applicable design standards or guidelines will serve as approval criteria depending on the procedure. Existing developments, and proposed additions, demolitions and redevelopments associated with them, will be treated according to the following principles:
 - A. Development constructed or approved prior to December 15, 2004 is not subject to Design Review standards and guidelines, and is considered fully conforming to the approvals issued at the time the development was approved by the City. Existing developments constructed prior to December 15, 2004, are not considered nonconforming if they do not meet design standards. If existing development is structurally damaged or destroyed by casualty, replacement shall occur as follows:
 - 1. If structural damage or destruction is less than or equal to fifty percent (50%) of the existing gross floor area of the existing development, the area of damage or destruction can be replaced as legally existed on the site before the casualty loss.
 - 2. If structural damage or destruction is more than fifty percent (50%) of the existing gross floor area of the existing development, the area of damage or destruction must meet the provisions of this Code in every regard unless otherwise authorized by the provisions of this Code. [ORD 4531; April 2010]

RESPONSE: The existing Service and Parts Building was constructed prior to 2004. Interior and exterior renovation of this structure is proposed.

- B. Proposed new free-standing building(s) within an existing development will be subject to all applicable design standards.

RESPONSE: The new Service Building proposed is a free-standing building subject to all applicable design standards. Where design standards cannot be met, design guidelines are satisfied.

- C. Proposed redevelopment of existing structures and project site area is subject to all applicable design standards or guidelines to the extent where redevelopment of existing building or site area is proposed. Only that portion of existing building or site area that is proposed for redevelopment is subject to design review standards or guidelines as determined applicable. [ORD 4531; April 2010]
-

RESPONSE: The portion of the existing Service & Parts Building corresponding to the proposed renovation satisfies the design standards and guidelines.

5. Design Review approval is required for all applicable new and existing developments. The City recognizes, however, that meeting minimum Floor Area Ratio (FAR) in an early phase of a multi-phased development on a large site may be difficult. The City also recognizes that creating high quality pedestrian environments along public streets is a priority. In recognition of these and other issues, the following options are available.
- A. Projects may use a Design Review Build-out Concept Plan (DRBCP), approved through a Type 3 process, to develop a site by demonstrating conceptually full compliance at build-out with the design review standards and/or guidelines established in Section 60.05. Such projects shall demonstrate in a DRBCP how future development of the site, to the minimum applicable floor area ratio (FAR), while meeting the development standards contained in Chapter 20 of the Beaverton Development Code and to the minimum applicable design standards contained in Section 60.05. or greater, can be achieved at ultimate build out of the DRBCP. A DRBCP shall:
1. Include a plan and narrative intended to address feasibility of constructing future phases, consistent with applicable development standards of the Development Code within the total site area where the project is proposed, and may include abutting properties if under same ownership;
 2. Not rely on the removal of a structure in an early phase in order to demonstrate compliance in later phases.
 3. Compliance with any applicable Design Standards and/or Guidelines shall not be deferred to future phases of a DRBCP.
-

RESPONSE: The existing site is largely developed with new redevelopment proposed. The minimum FAR and DRBCP does not apply. High quality pedestrian environments exist and are additionally proposed to be constructed.

- B. When a development site abuts two (2) or more Arterial Streets that are also designated Major Pedestrian Routes, application of the applicable design standards may be moved from along the Arterial Streets. This alternative is to provide parking lot drive aisles developed as internal private streets, and to locate buildings along the internal private streets, subject to the following:
1. The internal private streets shall extend from the Arterial Street to another public street, or back to an Arterial Street in such a way that street continuity is maintained along the entire internal street, and with abutting properties.
 2. A public access easement shall be required along the internal private streets.
 3. Buildings shall occupy a minimum percentage of the frontage of the internal private streets that is equal to the amount of lineal building frontage that would have been required under the standards for the

Major Pedestrian Routes, and a minimum of 50% of the internal private streets shall have building frontage on both sides of the street.

4. All applicable design standards contained in Section 60.05., particularly 60.05.15.6. Building location and orientation along streets in Commercial and Multiple Use districts, 60.05.15.7 Building scale along Major Pedestrian Routes, 60.05.20.4 Street frontages and parking areas, 60.05.20.6 Off-Street parking frontages in Multiple Use zones, and 60.05.20.9 Ground floor uses in parking structures shall be met by buildings along the internal private streets. [ORD 4584; June 2012]

RESPONSE: The development does not abut two or more Arterial Streets. This section does not apply.

40.20.15. Application.

There are three (3) Design Review applications which are as follows: Design Review Compliance Letter, Design Review Two, and Design Review Three.

3. Design Review Three.

- A. Threshold. An application for Design Review Three shall be required when an application is subject to applicable design guidelines and one or more of the following thresholds describe the proposal:
 1. New construction of more than 50,000 gross square feet of non-residential floor area where the development does not abut any Residential zoning district. [ORD 4397; August 2006] [ORD 4410; December 2006] [ORD 4462; January 2008] [ORD 4584; June 2012]
 2. New construction or addition of more than 30,000 gross square feet of non-residential floor area where the development abuts or is located within any Residential zoning district. [ORD 4410; December 2006] [ORD 4462; January 2008] [ORD 4584; June 2012]
 3. Building additions in Residential, Commercial, or Multiple Use zones more than 30,000 gross square feet of floor area. [ORD 4531; April 2010]
 4. Building additions in industrial zones more than 30,000 gross square feet. [ORD 4531; April 2010]
 5. Projects proposed utilizing the options described in Section 40.20.10.5.
 6. New parks in Residential zoning districts.
 7. A project meeting the Design Review Compliance Letter thresholds which does not meet an applicable design standard(s).
 8. A project meeting the Design Review Two thresholds which does not meet an applicable design standard.

RESPONSE: Threshold criteria 8 applies to this project.

- B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Design Review Three. The decision making authority is the Planning Commission. [ORD 4532; April 2010]

RESPONSE: Acknowledged.

- C. Approval Criteria. [ORD 4365; October 2005] In order to approve a Design Review Three application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Design Review Three application.

RESPONSE: This project satisfies threshold criteria 8.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

RESPONSE: All City fees related to this application have been paid.

3. For proposals meeting Design Review Three application thresholds numbers 1 through 6, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).

RESPONSE: This approval criteria does not apply; this project meets threshold 8.

4. For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance with specific Design Guidelines if any of the following conditions exist:
 - A. A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guideline; or
 - B. The location of existing structural improvements prevent the full implementation of the applicable guideline; or
 - C. The location of the existing structure to be modified is more than 300 feet from a public street.

RESPONSE: This project proposes addition and modification to an existing development. The project satisfies the Design Guidelines except where adaptations are presented due to topography, physical obstacles, existing structures or design considerations particular to the use. There is no proposed redevelopment more than 300 feet from a public street.

5. For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in the Development Code or greater, can be realistically achieved at ultimate build out of the DRBCP. [ORD 4584; June 2012]

RESPONSE: This approval criteria does not apply.

6. For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s). [ORD 4531; April 2010]

RESPONSE: This project largely conforms to the Design Standards except where specific site, programmatic and contextual conditions preclude their application; in those situations development consistent with the Design Guidelines is proposed.

7. For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines). [ORD 4531; April 2010]
-

RESPONSE: This project proposes to meet the Design Standards in addition to the Design Guidelines where possible. See response to approval criteria 6.

8. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.
-

RESPONSE: Acknowledged. Applications and documents related to the City's approval of this application will be submitted to the City in the proper sequence.

- D. Submission Requirements. An application for a Design Review Three shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Design Review Three application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.
-

RESPONSE: Application forms, signed by the owner and the owners authorized agents, are provided with this application. The application is accompanied by the supporting documentation specified on the application form and as outlined at the Pre-Application Conference held on 12/11/2019 (PA2019-0087).

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Design Review Three application to ensure compliance with the approval criteria.
-

RESPONSE: Acknowledged.

40.50. LOADING DETERMINATION

40.50.05. Purpose.

The purpose of a Loading Determination is to establish mechanism to determine or modify the required number of off-street loading spaces, or modify the off-street loading space dimensions in advance of, or concurrent with, applying for approval of an application, development, permit, or other action. This Section is carried out by the approval criteria listed herein.

40.50.10. Applicability.

A Loading Determination may be requested in writing to establish an off-street loading space total for any use not specifically listed in Section 60.25. (Off-Street Loading), establish an off-street loading space total that differs from the listed requirement

in Section 60.25., and modify the off-street loading space dimensions listed in Section 60.25. of the Development Code. [ORD 4584; June 2012]

40.50.15. Application.

There is a single Loading Determination application which is subject to the following requirements.

1. Loading Determination.

A. Threshold. An application for Loading Determination shall be required when one or more of the following thresholds apply:

1. A request that the Director establish, in writing, an off-street loading space total or requirement for any use not listed or substantially similar to a use listed in Section 60.25. (Off-Street Loading) of this Code.
2. A request to modify the total number of off-street loading spaces from the required number listed in Section 60.25. (Off-Street Loading) of this Code.
3. A request to modify the dimensions of a required off-street loading space listed in Section 60.25. (Off-Street Loading) of this Code.

RESPONSE: Threshold criteria 2 applies. This application requests a modification to the typical off-street loading requirement on the grounds that the Automotive Service use is not listed or substantially similar to a use listed in Section 60.30 of the Beaverton Development Code.

B. Procedure Type. The Type 2 procedure, as described in Section 50.40. of this Code, shall apply to an application for Determination. The decision making authority is the Director.

RESPONSE: It is acknowledged that a Type 2 procedure applies to this application.

C. Approval Criteria. In order to approve a Loading Determination application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Loading Determination application.

RESPONSE: Threshold criteria 2 applies.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

RESPONSE: City fees for this application have been paid.

3. The determination will not create adverse impacts, taking into account the total gross floor area and the hours of operation of the use.

RESPONSE: The determination will not create an adverse impact. One existing Type B loading space is proposed to remain and an additional Type B loading space is proposed. The new loading space is designed to accommodate off-

street loading for automotive transport trucks (see sheet A-104F for circulation plan). There is no functional need for a third loading space on site. The code requirement for general retail use is the closest applicable category, however, it is not specific to the Automotive Sales and Service use on site.

4. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site and in connecting with the surrounding circulation system.
-

RESPONSE: The enclosed Site Circulation Plans, sheets A-104A through A-104F demonstrate that safe and efficient vehicular and pedestrian patterns are proposed.

5. The proposal will be able to reasonably accommodate the off-street loading needs of the structure.
-

RESPONSE: As stated in the response to approval criteria 3, the proposal will reasonably accommodate the off-street loading needs of the proposed development. Activities of the proposed development will include automotive parts delivery to the Parts Department night drop area as well as the periodic delivery of inventory vehicles.

6. The proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and that all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Requirements) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.
-

RESPONSE: Affirmative that this proposal is consistent with the applicable provisions of Chapter 60.

7. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities, not subject to periodic maintenance by the City or other public agency.
-

RESPONSE: This proposal includes regrading and replacement of some parking and vehicle circulation areas. Additionally, the driveway aprons along SW 139th Way are to be upgraded to meet accessibility requirements.

8. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.
-

RESPONSE: The proposal contains all applicable application submittal requirements.

9. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.
-

RESPONSE: Applications and documents have been submitted in their proper sequence.

[ORD 4404; October 2006]

- D. Submission Requirements. An application for a Loading Determination shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Loading Determination application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

RESPONSE: Application forms, signed by the owner and the owners authorized agents, are provided with this application. The application is accompanied by the supporting documentation specified on the application form and as outlined at the Pre-Application Conference held on 12/11/2019 (PA2019-0087).

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Loading Determination application to ensure compliance with the approval criteria.

RESPONSE: Acknowledged.

- F. Appeal of Decision. Refer to Section 50.65.
- G. Expiration of a Decision. Refer to Section 50.90.
- H. Extension of a Decision. Previous approval of Loading Determination application shall not be extended.

40.55. PARKING DETERMINATION

40.55.05. Purpose.

The purpose of a Parking Determination is to establish required number of parking spaces for uses which do not have a parking ratio requirement listed in the Development Code. The Parking Determination application is established for determining the required number of off-street parking spaces in advance of, or concurrent with, applying for approval of an application, development, permit, or other action. This Section is carried out by the approval criteria listed herein. [ORD 4584; June 2012]

40.55.10. Applicability.

A Parking Determination may be requested in writing to establish a required off-street parking ratio or specific number of off-street parking spaces for a use or uses not specifically listed in Section 60.30. (Off-Street Parking) of this Code, to share required parking spaces, or to determine the existence of excess required parking. [ORD 4365; October 2005] [ORD 4584; June 2012]

40.55.15. Application.

There are three (3) Parking Determination applications which are as follows: Parking Requirement Determination, Shared Parking, and Use of Excess Parking.

1. Parking Requirement Determination.

- A. Threshold. An application for Parking Requirement Determination shall be required when the following threshold applies:
1. A request that the Director establish, in writing, an off-street parking ratio or requirement for a use not listed or substantially similar to a use listed in Section 60.30. (Off-Street Parking) of this Code.

RESPONSE: This application requests a modification to the typical off-street parking requirement on the grounds that the Automotive Service use is not listed or substantially similar to a use listed in Section 60.30 of the Beaverton Development Code.

- B. Procedure Type. The Type 2 procedure, as described in Section 50.40. of this Code, shall apply to an application for Parking Requirement Determination. The decision making authority is the Director.
-

RESPONSE: It is acknowledged that a Type 2 procedure applies to this application.

- C. Approval Criteria. In order to approve a Parking Requirement Determination application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Parking Requirement Determination application.
-

RESPONSE: Threshold 1 applies to this proposal. This application requests a modification to the typical off-street parking requirement on the grounds that the Automotive Service use is not listed or substantially similar to a use listed in Section 60.30 of the Beaverton Development Code.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.
-

RESPONSE: All City fees associated with this application have been paid.

3. The determination is consistent with Title 4 of Metro's Regional Transportation Functional Plan. [ORD 4584; June 2012]
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RESPONSE: This proposal is consistent with Title 4 of Metro's Regional Transportation. In particular, the proposal provides a transportation facility that enhances Beaverton's livability by designing a quantity of parking that is appropriate to the site's uses. The proposed design recognizes that the automobile parking on site needs to serve various functions, including vehicle service, inventory storage and display as well as for customer and employee transportation. Sales customers access this site via a variety of modalities including public transportation, ride sharing and bicycle. Service customers access this site with their vehicle that needs to be repaired; alternatively, vehicles may be towed and delivered to the site for service – or service customers may come to or leave the site via ride-sharing, for which short-term parking accommodations are needed. Vehicles to be serviced are not parked in typical parking areas but rather interface with the service reception drive area and then get relocated by employees directly to the service shop or to a designated service staging area waiting for shop availability.

4. The determination will not create adverse impacts, taking into account the total gross floor area, number of employees, potential customer volume, and the hours of operation of the use.
-

RESPONSE:

The determination will not create adverse impacts. An expanded employee parking area is proposed along the north and area of the site to address the additional parking needs for employees of the new service building. The proposed

development includes 10 net service bays, a moderate increase not apparent from the larger net increase in building square footage. The new facility will be a spacious and fully modern workplace for technicians and will feature an interior drive aisle, unlike the existing service building. As such, a substantial increase in employees is not anticipated, compared with current numbers. The additional dedicated employee parking will offset any potential adverse impacts to the surrounding neighborhood. The enclosed Parking Study substantiates that the proposed quantity of parking is more than adequate to meet the employee and customer parking demand of this facility, in addition to reducing on-street parking.

For proposed parking, see the Site Parking Plan, sheet A-104. For service customer vehicle circulation, see the Site Circulation Plan, sheet A-104A.

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5. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code. [ORD 4404; October 2006]

RESPONSE: The proposal contains all applicable application submittal requirements.

-
6. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

RESPONSE: Applications and documents will be submitted to the City in the proper sequence.

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- D. Submission Requirements. An application for a Parking Requirement Determination shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Parking Requirement Determination application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

RESPONSE: An application form for the Parking Determination is included with this submittal; it is signed by the owner's authorized agent.

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- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Parking Requirement Determination application to ensure compliance with the approval criteria.

RESPONSE: Understood.

40.58. SIDEWALK DESIGN MODIFICATION

40.58.05. Purpose.

The purpose of the Sidewalk Design Modification application is to provide a mechanism whereby the City's street design standards relating to the locations and dimensions of sidewalks or required street landscaping can be modified to address existing conditions and constraints as a specific application. For purposes of this section, sidewalk ramps constructed with or without contiguous sidewalk panels leading to and away from the ramp shall be considered sidewalks. This section is implemented by the approval criteria listed herein.

40.58.10. Applicability.

The Sidewalk Design Modification application shall be applicable to all streets in the City.

40.58.15. Application.

There is a single Sidewalk Design Modification application which is subject to the following requirements.

- A. Threshold. An application for Sidewalk Design Modification shall be required when one of the following thresholds applies:
 - 1. The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.
 - 2. The dimensions or locations of street tree wells specified in the Engineering Design Manual are proposed to be modified.

RESPONSE: This application satisfies threshold #1.

SW 139th Way is classified as a Local Street, for which the EDM standard is a 5' wide sidewalk with a 6.5' wide planter strip. The existing sidewalk and planter strip meet this EDM standard; no sidewalk design modification is proposed.

SW Whitney Way is classified as a Local Street, for which the EDM standard is a 5' wide sidewalk with a 6.5' wide planter strip. The existing sidewalk is 4' wide and the planter strip is 6.5' wide. Due to local physical conditions, a sidewalk design modification is requested to modify the required sidewalk width along the west half of this street.

SW Tualatin Valley Highway is classified as an Arterial Street, for which the EDM standard is a 6' wide sidewalk, 7.5' wide planter strip and 6" maintenance buffer. The existing sidewalk is curb-tight and is proposed to be reconstructed. This application proposes a 6' wide sidewalk, a 9' wide planter strip, and a 6" maintenance buffer. Ordinarily, no Sidewalk Design Modification would be requested. The applicant understands, however, that in the future, ODOT intends to widen the bike and right hand turn lanes along this block of SW Tualatin Valley Highway. The anticipated date and funding status of this public improvement project is unknown. If/when the street were to be widened, the curb would relocate 5' back and the proposed planter strip width would become 4', matching the planter strip width at the adjacent approved Porsche/Audi sites. Local physical conditions exist that prompt the request for a sidewalk design modification in this situation.

-
- B. Procedure Type. The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Sidewalk Design Modification. The decision making authority is the Director.

RESPONSE: It is acknowledged that a Type 1 procedure applies to this application.

-
- C. Approval Criteria. In order to approve a Sidewalk Design Modification application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that the following criteria are satisfied:
 - 1. The proposal satisfies the threshold requirements for a Sidewalk Design Modification application.

RESPONSE: Threshold criteria 1 is satisfied.

-
- 2. All City application fees related to the application under consideration by the decision making authority have been submitted.

RESPONSE: All City fees for this application have been paid.

3. One or more of the following criteria are satisfied:
- a. That there exist local topographic conditions, which would result in any of the following:
 - i. A sidewalk that is located above or below the top surface of a finished curb.
 - ii. A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.
 - b. That there exist local physical conditions such as:
 - i. An existing structure prevents the construction of a standard sidewalk.
 - ii. An existing utility device prevents the construction of a standard sidewalk.
 - iii. Rock outcroppings prevent the construction of a standard sidewalk without blasting.
 - c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.
 - d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.

RESPONSE:

SW 139th Way: No sidewalk design modification is proposed.

SW Whitney Way: A local physical condition exists that prevents the construction of the EDM standard sidewalk. Specifically, along the west half of this street, there are six Community Trees and one Significant Individual Tree T17 that would be impacted were the sidewalk to be replaced in this area. To minimize disruption to the root zones of these trees, the existing 4' wide sidewalk and complying 6.5' planter strip are proposed to remain. Along the east half of the street, adjacent to the proposed building, the sidewalk width is proposed to increase to 5' wide to meet the EDM standard. See the Proposed Site Plan, sheet A-102.

SW Tualatin Valley Highway: Local physical conditions exist that prevent the construction of the EDM standard sidewalk along this frontage. Specifically, at the Volvo entrance plaza, which was approved by the City and constructed in 2012, there are stormwater utility devices and two sizeable concrete planters that would be impacted by providing the EDM cross section. The enclosed Exhibit A shows the stormwater facilities that would be disrupted by shifting the location of the new sidewalk back an additional 3.5' to meet the EDM standard planter strip width. In this possible future scenario, meeting the EDM standard 7.5' wide planter would also mean a 3.5' right-of-way dedication, with numerous impacts to other existing utilities (on-site and off-site light poles), two pylon signs and various built site features. This built infrastructure would need to be reconstructed, at significant cost to the property owner for arguably little to no resulting improvement to the built environment. Further, the scope of the proposed project occurs almost exclusively in the north area of the site. This application proposes a significantly improved frontage along SW Tualatin Valley highway that is reasonable and proportionate for the project. In summary, the sidewalk design modification is requested to allow an initial 6' wide sidewalk, 9' wide planter strip and 6" maintenance buffer – and in the possible future, a 6' wide sidewalk, 4' wide planter strip and 6" maintenance buffer. ODOT has indicated that no trees can be planted in this planter strip so the proposed planter width reduction will not adversely impact trees. This planter strip will be planted with lawn for ease of maintenance. The new

sidewalk would still be recessed from the street, providing pedestrians with enhanced safety as compared with the current condition.

4. The proposal complies with provisions of Section 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements) and 60.55.30 (Minimum Street Widths).
-

RESPONSE: The proposal complies with the provisions of 60.55.25 and 60.55.30 as follows: The existing service building area of work features an existing accessible bicycle and pedestrian connection to SW TV Highway, accessed through the Volkswagen service reception and showroom. New bicycle and pedestrian connections are proposed at the new service building, along SW 139th Way and SW Whitney Way. Along the subject property's frontage to SW Whitney Way, a 1' right-of-way dedication is proposed. This dedication will provide the 26' half cross-section distance required by EDM 200-4 for a Local Street with average daily trips under 500 vehicles and parking on both sides of the street. The streets along the other boundaries of the site meet the cross sectional requirements and no right-of-way-dedication is needed. See the Proposed Site Plan, sheet A-102.

5. Applications and documents related to the request, which will require further City approval, have been submitted to the City in the proper sequence.
-

RESPONSE: Applications and documents are to be submitted in the proper sequence.

6. The proposed Sidewalk Design Modification provides safe and efficient pedestrian circulation in the site vicinity.
-

RESPONSE: The proposed Sidewalk Design Modification provides safe and efficient pedestrian circulation in the site vicinity.

- D. Submission Requirements. An application for a Sidewalk Design Modification shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Sidewalk Design Modification application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.
-

RESPONSE: An application form for the Sidewalk Design Modification is included with this submittal; it is signed by the owner's authorized agent.

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Sidewalk Design Modification application to ensure compliance with the approval criteria.
-

RESPONSE: Understood.

- F. Appeal of a Decision. Refer to Section 50.65.

- G. Expiration of a Decision. Refer to Section 50.90.

40.90. TREE PLAN

[ORD 4348; May 2005]

40.90.05. Purpose.

Healthy trees and urban forests provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. The purpose of a Tree Plan application is to provide a mechanism to regulate pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, trees within Significant Groves and Significant Natural Resource Areas (SNRAs)), and Community Trees thus helping to preserve and enhance the sustainability of the City's urban forest. This Section is carried out by the approval criteria listed herein and implements the SNRA, Significant Grove, Significant Individual Tree, and Historic Tree designations as noted or mapped in Comprehensive Plan Volume III.

40.90.10. Applicability.

Different types of resources require different levels of protection. No Tree Plan is required for the following actions:

1. Removal of up to four (4) Community Trees, or up to 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period. Properties one-half acre or less in size developed with a detached dwelling may remove any number of Community Trees.
2. Removal and pruning of any hazardous, dead, or diseased tree when the tree is identified as such by a certified arborist or by the City Arborist and the removal is required by the City.
3. In the event of an emergency requiring tree removal or pruning prior to the City Arborist's determination, if evidence justifies the emergency removal after the fact, then no tree plan is required for removal.
4. Minor pruning, as defined in Chapter 90.
5. Pruning of trees consistent with the Vision Clearance requirements of the Engineering Design Manual. [ORD 4397; August 2006]
6. Pruning of trees by the utility provider for above ground utility power lines following acceptable arboricultural standards and practices.
7. Pruning of trees to maintain the minimum 8 foot clearance above a sidewalk.
8. Removal or pruning of the following nuisance tree species anywhere in the city: Lombardy Poplar (*Populus nigra*), and birch (*Betula* sp.). Where Lombardy Poplar or birch trees are part of an approved landscape plan, Design Review approval is required for the removal of the Landscape Trees. [ORD 4584; June 2012]
9. Removal and pruning of the following nuisance tree species in Significant Groves and SNRAs: Norway maple (*Acer platanoides*), Tree-of-Heaven (*Ailanthus altissima*), Golden Chain Tree (*Laburnum watereri*), and English or Common Hawthorn (*Crataegus monogyna*). [ORD 4584; June 2012]
10. Removal of a tree or nonnative vegetation listed as a Nuisance or Prohibited Plant on Metro's Native Plant List or in Clean Water Services' Design and Construction Standards.
11. Within SNRAs and Significant Groves, planting of native vegetation listed on the Metro's Native Plant List or in Clean Water Services' Design and Construction Standards when planted with non-mechanized hand held equipment.
12. Removal of any tree associated with a public street and sidewalk improvement project that meet A. or B. and C: [ORD 4659; June 2015]
 - A. Improvements within an existing public vehicular right-of-way; or
 - B. Improvements to a public vehicular right-of-way in order to meet functional classification standards, such as widening or half-street improvements; and
 - C. The proposed improvements do not exceed the minimum width standards of the Engineering Design Manual.

13. Trails within SNRAs and Significant Groves meeting all of the following:
 - A. Construction must take place between May 1 and October 30 with hand held equipment;
 - B. Trail widths must not exceed 30 inches and trail grade must not exceed 20 percent;
 - C. Trail construction must leave no scars greater than three inches in diameter on live parts of native plants; and
 - D. Trails must be placed outside the top of bank of any stream, river, or pond, and
 - E. Trails must be 100% pervious.
14. Street Trees are covered by the Beaverton Municipal Code and Section 60.15.15.6.
15. Landscape Trees are covered by Section 40.20. (Design Review) and Section 60.60. (Trees and Vegetation).
16. Enhancement activities conducted by a public agency for the sole purpose of improving the ecological health of forest and water resources.
17. Removal of a tree(s) by the City of Beaverton or Clean Water Services that is within five (5) feet of a section of existing sanitary or storm sewer line that is in need of emergency repair and/or maintenance within a SNRA when no reasonable alternative exists. [ORD 4397; August 2006]

RESPONSE: The proposed development includes scope that exceeds the Thresholds of Section 40.90.10. A Tree Plan Two application is provided with this Type 3 application.

40.90.15. Application.

There are four (4) Tree Plan applications which are as follows: Tree Plan One, Tree Plan Two, Tree Plan Three, and Commercial Timber Harvest.

2. Tree Plan Two

- A. Threshold. An application for Tree Plan Two shall be required when none of the actions listed in Section 40.90.10. apply, none of the thresholds listed in Section 40.90.15.1. apply, and one or more of the following thresholds apply:
 1. Removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period, except as allowed in Section 40.90.10.1. [ORD 4584; June 2012]
 2. Multiple Use zoning district: Removal of up to and including 85% of the total DBH of non-exempt surveyed tree(s) found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services. [ORD 4584; June 2012]
 3. Commercial, Residential, or Industrial zoning district: Removal of up to and including 75% of the total DBH of non-exempt surveyed tree(s) found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services. [ORD 4584; June 2012]
 4. Removal of a Significant Individual Tree(s).

RESPONSE: Threshold criteria 1 applies to this project. (8) Community trees are proposed for removal due to the placement of the new service building, which is impacted by setback requirements as well as the floodplain location on site and associated grading constraints.

- B. Procedure Type. The Type 2 procedure, as described in Section 50.40. of this Code, shall apply to an application for Tree Plan Two. The decision making authority is the Director.

RESPONSE: It is acknowledged that a Type 2 procedure applies to this application.

- C. Approval Criteria. In order to approve a Tree Plan Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Tree Plan Two application.
-

RESPONSE: . Threshold criteria 1 is satisfied.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.
-

RESPONSE: All City fees have been paid.

3. If applicable, removal of any tree is necessary to observe good forestry practices according to recognized American National Standards Institute (ANSI) A300-1995 standards and International Society of Arborists (ISA) standards on the subject.
-

RESPONSE: No trees are proposed for removal due to good forestry practices; this criteria does not apply.

4. If applicable, removal of any tree is necessary to accommodate physical development where no reasonable alternative exists.
-

RESPONSE: Removal of the proposed trees is necessary to accommodate the physical development. Due to the floodplain location on site, existing building adjacencies, setback requirements, major pedestrian route requirements, no reasonable alternative exists.

5. If applicable, removal of any tree is necessary because it has become a nuisance by virtue of damage to property or improvements, either public or private, on the subject site or adjacent sites.
-

RESPONSE: No trees are a nuisance by virtue of damage to property or improvements; this criteria does not apply.

6. If applicable, removal is necessary to accomplish public purposes, such as installation of public utilities, street widening, and similar needs, where no reasonable alternative exists without significantly increasing public costs or reducing safety.
-

RESPONSE: Removal is not necessary to accomplish public purposes; this criteria does not apply.

7. If applicable, removal of any tree is necessary to enhance the health of the tree, grove, SNRA, or adjacent trees, or to eliminate conflicts with structures or vehicles. [ORD 4584; June 2012]

RESPONSE: Removal is not necessary to enhance the health of the tree, grove, SNRA,; this criteria does not apply.

8. If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in a reversal of the original determination that the SNRA or Significant Grove is significant based on criteria used in making the original significance determination.
-

RESPONSE: This criteria does not apply.

9. If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in the remaining trees posing a safety hazard due to the effects of windthrow.
-

RESPONSE: This criteria does not apply.

10. The proposal is consistent with all applicable provisions of Section 60.60. (Trees and Vegetation) and Section 60.67. (Significant Natural Resources).
-

RESPONSE: The proposal is consistent with Sections 60.60 and 60.67. Replacement landscaping and a canopy green roof are proposed near the impacted areas.

11. Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effects on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system. [ORD 4584; June 2012]
-

RESPONSE: Grading is designed to accommodate the proposed use and to mitigate adverse effects on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system. See the enclosed Civil Drawings and Stormwater Report.

12. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.
-

RESPONSE: All application submittal requirements are provided.

13. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.
-

RESPONSE: Applications and documents are to be submitted in the proper sequence.

- D. Submission Requirements. An application for a Tree Plan Two shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Tree Plan Two application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

RESPONSE: An application form for the Tree Plan Two is included with this submittal; it is signed by the owner's authorized agent.

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Tree Plan Two application to ensure compliance with the approval criteria. In addition to the approval criteria, the decision making authority may also impose other conditions of approval to ensure that the proposed tree work meets all requirements listed in Section 60.60. (Trees and Vegetation).
-

RESPONSE: Acknowledged.

- F. Appeal of a Decision. Refer to Section 50.65.
- G. Expiration of a Decision. Refer to Section 50.90.
- H. Extension of a Decision. Previous approval of Tree Plan Two proposal shall not be extended.

CHAPTER 50 - PROCEDURES

[ORD 4702; January 2017]

50.05. Initiation of an Application.

1. An application subject to a Type 1, Type 2, or Type 3 procedure may be filed by:
 - A. The owner or the contract purchaser of the subject property, or any person authorized in writing to act as agent of the owner or contract purchaser.
 - B. The City Council, Mayor, or Director, as to property owned by the City, including public right of way and easements, or which the City intends to acquire.
 - C. C. Public agencies that own the property or have passed a resolution declaring that they intend to exercise their statutory authority to condemn the property.

50.25. Application Completeness.

1. A complete application is one which contains the information required by the Director to address the relevant criteria, development requirements, and procedures of this Code. Non-Discretionary Annexation Related Zoning Map Amendment and Discretionary Annexation Zoning Map Amendment applications processed by the City shall be determined to be complete upon submittal of a valid annexation petition or executed annexation agreement. All other complete application shall consist of the requisite number of copies of the following: [ORD 4265; October 2003]
 - A. A completed original application form provided by the Director and application checklist provided by the Director, signed by:
 1. The applicant.
 2. If the applicant is not the owner, the owner of the property, or the authorized agent of the property owner. If an authorized agent, a written statement made by the owner of the property shall be submitted stating that the agent is authorized to sign on the owner's behalf.

3. If the applicant is exercising its statutory authority to condemn property, the representative of the public agency accompanied by written documentation of such condemnation or intent to condemn the property.
 4. Property owner signatures are not required for City initiated Type 4 Text Amendment applications and City initiated Type 1, Type 3, and Type 4 Zoning Map Amendments. [ORD 4265; October 2003]
- B. A written statement, supported by substantial evidence, that identifies the criteria and development regulations considered relevant to the application, states the facts alleged to show that the application complies with applicable criteria and development regulations, and explains why the application should be approved based on the criteria and development regulations and facts set forth in the application. In addition to addressing applicable criteria and development regulations relevant to the application type, the written statement shall address all the applicable technical criteria specified in Section 40.03. (Facilities Review Committee) of the Code. [ORD 4265; October 2003] [ORD 4404; October 2006] [ORD 4487; August 2008] [ORD 4584; June 2012]
 - C. The Director may require an applicant to submit information in addition to that required on the form to aid in deciding whether an application satisfies applicable criteria and development regulations. The Director shall attempt to identify additional necessary information in the pre-application conference.
 - D. The information required by Section 50.30.4. regarding Neighborhood Meeting requirements, if applicable.
 - E. For a Type 2, Type 3, or Type 4 application, a copy of the pre-application conference summary.
 - F. Documentation from Clean Water Services stating that water quality will not be adversely affected by the proposal.
 - G. The applicable fee in effect at the date of submittal.
2. To enable the Director to determine whether an application is complete, an applicant shall submit the requisite number of copies, as determined by the Director.
 3. The Director may defer collection of application fees during review of the application for completeness; provided, an application shall not be deemed complete until the City has received all required fees.
 4. The Director shall advise the applicant in writing whether an application is complete by sending a completeness notice by first class mail within thirty (30) calendar days after the City receives an application. To comply with this completeness notice requirement, the completeness notice must be postmarked by the thirtieth day.
 - A. If an application is incomplete, the completeness notice shall list what information is missing.
 - B. The completeness notice shall include a form, designed to be returned to the Director by the applicant indicating whether or not the applicant intends to amend or supplement the application, and instructing the applicant to mail, facsimile, or deliver the form or written equivalent to the Director so that the Director receives it before the thirty (30) calendar day completeness review period expires.
 5. Incompleteness shall be based solely on failure to pay required fees, failure to address the relevant criteria or development regulations, or failure to supply required information and shall not be based on differences of opinion as to quality or accuracy. Determination that an application is complete indicates only that the application is ready for review on its merits, not that the City will make a favorable decision on the application.
 6. The Director may waive application requirements that in the Director's opinion are not necessary to show an application complies with relevant criteria and development regulations and may modify application requirements based on the nature of the proposed application, development, site, or other factors. The City

shall specifically identify any such waiver in the pre-application conference written summary or other written correspondence.

7. The application will be deemed complete for the purpose of this section upon receipt by the Community Development Department of:

- A. All the missing information;
- B. Some of the missing information and written notice from the applicant that no other information will be provided; or
- C. Written notice from the applicant that none of the missing information will be provided.

[ORD 4282; February 2004]

8. Pursuant to ORS 227.178, the City will reach a final decision on an application within 120 calendar days from the date that the application was determined to be complete or deemed complete unless the applicant agrees to extend the 120 calendar day time line pursuant to subsection 9 or unless State law provides otherwise. [ORD 4282; February 2004] [ORD 4498; January 2009]
9. The 120 calendar day time line specified in Section 50.25.8. may be extended at the written request of the applicant. The total of all extensions may not to exceed 240 calendar days from the date the application was deemed complete. [ORD 4282; February 2004]
10. The applicant may amend the application up to and including fourteen (14) calendar days after the application has been deemed complete. Amendments to an application submitted more than fourteen (14) calendar days after the application is deemed complete may be determined by the Director to be so substantial that the application should be treated as having been refiled. In such a case, the Director shall provide the applicant with the following options: provide the City with a waiver of the 120-day timeframe set forth in ORS 227.178 of a minimum of fourteen (14) calendar days from the date the amendment was submitted; treat the application as having been refiled as of the date the amendment was submitted; or, decide the application on the basis of the applicant's materials without the amendment.
11. For any application which has been on file with the City for more than 180 calendar days and the applicant has not met the obligations of Section 50.25.7., the application will be deemed withdrawn. [ORD 4397; August 2006]

RESPONSE: The procedure for application completeness is acknowledged and understood.

50.30. Neighborhood Review Meeting.

1. The purpose of the Neighborhood Review Meeting is to allow neighbors, representatives from the Neighborhood Association Committee (hereinafter referred to as NAC), and interested persons an opportunity to become familiar with the proposal and to identify any associated issues. The Neighborhood Review Meeting is intended to assist in producing applications that are responsive to neighborhood concerns, and to reduce the likelihood of delays and appeals. The City expects an applicant to take into consideration the reasonable concerns and recommendations of the neighborhood when preparing an application. The City expects the neighbors and NAC to work with the applicant to provide reasonable concerns and recommendations.
2. Prior to submittal of an application subject to a Type 3 procedure, the applicant shall provide an opportunity to meet with neighboring property owners, residents and businesses (hereinafter collectively referred to as "neighbors") as well as representatives from the NAC within whose boundaries the site is located or within the notice radius to review the proposal. The applicant shall not be required to hold more than one Neighborhood Review Meeting provided such meeting is held within six months prior to submitting an application for one specific site. This requirement does not apply to applications required by Design Review Three threshold number 7 (Section 40.20.15.3.A.7.) or applications for

3. Procedures.

- A. Except as otherwise provided in this section, the applicant shall select the meeting time and place according to the preference indicated by the relevant NAC. Preference should be given to a regularly scheduled meeting time of the NAC in which the project is located. The starting time selected shall be limited to a weekday evening after 6:00 p.m. or a weekend at any reasonable time and shall not occur on a National holiday. The meeting shall be held at a location open to the public and in compliance with the Americans with Disabilities Act within the boundaries of the NAC or at a similar location within the City of Beaverton.

A sign at least 22" x 28" in size with minimum 2" lettering shall be placed at the main entrance of the building where the meeting will take place at least one hour prior to the meeting. Such sign will announce the meeting, that the meeting is open to the public, and that interested persons are invited to attend. This sign shall be removed upon conclusion of the meeting by the applicant.

- B. The applicant shall send by regular mail a written notice announcing the Neighborhood Review Meeting to: the Director, property owners within 500 feet of the property involved in the anticipated application and to representatives of all NACs whose boundaries are within 500 feet of the subject property. The notice shall include the date, time and location of the meeting and briefly discuss the nature and location of the proposal. The notice shall be mailed not less than 20 calendar days prior to the meeting date. The Director shall maintain on file in the Community Development Department, current addresses of NAC Officers and/or representatives and related NAC information, including regularly scheduled or monthly meeting dates, times and locations.

The mailing list shall be based on the most recent property tax assessment rolls of the Washington County Department of Assessment and Taxation. At the request of the applicant, and upon payment of the applicable fee, the City will provide the required mailing list.

- C. Not less than 20 calendar days prior to the Neighborhood Review Meeting, the applicant shall post a notice on the property which is subject of the proposed application. The notice shall be posted within 50 feet of an adjoining public right-of-way in a manner that can be read from the right-of-way. The notice shall state that the site may be subject to a proposed development and shall set forth the name of the applicant and a telephone number where the applicant can be reached for additional information. The site shall remain posted until the conclusion of the Neighborhood Review Meeting. The applicant may purchase a second sign from the City or create a sign to post at the Neighborhood Review Meeting location. [ORD 4312; July 2004]

Standard signs are available from the City upon payment of a fee. The City will not be responsible for posting of any signs.

- D. At the Neighborhood Review Meeting, the applicant shall describe the proposed application to persons in attendance. The attendees may identify any issues that they believe should be addressed in the proposed application and recommend that those issues be submitted for City consideration and analysis.

[ORD 4462; January 2008]

- E. At the Neighborhood Review Meeting, the applicant shall take notes of the discussion on the proposed application. After the meeting and before submitting an application to the City, the applicant shall send a copy of the meeting notes to the Chairperson of the NAC in which the project is to be located by certified mail.

4. To comply with this section, an applicant shall submit the following information with the application:

- A. A copy of the notice sent to surrounding property owners and the NAC Representatives as described in Section 50.30.3.B.
 - B. A copy of the mailing list used to send out meeting notices as described in Section 50.30.3.B.
 - C. A written statement containing the information posted on the property as described in Section 50.30.3.C.
 - D. An affidavit of mailing and posting notices as described in Sections 50.30.3.A through C.
 - E. Copies of written materials and 8.5" x 11" size plans presented at the Neighborhood Review Meeting.
 - F. Notes of the meeting, including the meeting date, time, and location, the name and address of those attending, and a summary of oral and written comments received.
 - G. A certified mail receipt indicating mailing of the meeting notes to the Chairperson of the NAC.
 - H. If responses to the meeting notice were not received by the applicant and no one attended the Neighborhood Review Meeting or persons in attendance made no comments, the applicant shall submit evidence as indicated above, with the notes reflecting the absence of comment, attendance, or both.
5. Failure of a property owner to receive notice shall not invalidate the Neighborhood Review Meeting proceedings.

RESPONSE: A Neighborhood Meeting for the proposed development was conducted on Monday, February 3rd 2020 at Beaverton Swim Center. The required documentation of this meeting is enclosed with this application.

50.45. Type 3.

- 1. Except for Street Vacation application, the decision making authority for all Type 3 applications shall be the Planning Commission. For Street Vacation application, the decision making authority shall be the City Council. [ORD 4532; April 2010]
- 2. Within approximately seven (7) calendar days after the application has been deemed complete, the Director shall mail a written notice to:
 - A. The applicant and the property owner.
 - B. The NAC Chair in which the subject property is located and to any other NAC Chair whose boundaries are within five hundred (500) feet of the subject property. [ORD 4397; August 2006]
 - C. Owners of property within five hundred (500) feet of the property that is the subject of the application. The most recent property tax assessment rolls of the Washington County Department of Assessment and Taxation shall be used for determining the property owner of record. The failure of a property owner to receive notice does not invalidate the decision.
 - D. [ORD 4462; January 2008] Washington County Department of Land Use and Transportation.
- 3. The written notice of the pending application shall include the following information:
 - A. The case file number for the application.

- B. A description of the site reasonably sufficient to inform the reader of its location including map and tax lot number, and if available, site address, site zoning, and name of the NAC in which the proposal is located.
 - C. A map depicting the subject property in relation to other properties.
 - D. The nature of the application and the proposed use. In the case of a zone change, the nature of the uses which could be authorized.
 - E. A listing of the applicable approval criteria by Development Code section number.
 - F. When and where information about the application may be examined and the name and telephone number of the City representative to contact about the application.
 - G. A statement that a meeting of the Facilities Review Committee will occur on a specified date with the applicant to discuss technical issues associated with the application and the date of such meeting.
 - H. The date, time and location of the hearing before the decision making authority, and a statement that the hearing will be conducted in accordance with the adopted rules of procedure.
 - I. A statement that the decision will be made after the hearing closes.
 - J. A statement that failure to raise an issue in a hearing, by testifying in person or by letter, or failure to provide statements or evidence with sufficient specificity to afford the decision making authority an opportunity to respond to such issue, precludes appeal to the Land Use Board of Appeals on that issue.
 - K. A statement that a copy of the staff report will be available for inspection at no cost at least seven (7) calendar days before the hearing, and a copy will be provided at reasonable cost.
 - L. A statement that a copy of the pre-application conference comments, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost.
4. Within approximately seven (7) calendar days after the application has been determined to be or deemed complete and in no case less than twenty (20) calendar days before the decision making authority's initial hearing, the Director shall publish in a newspaper of general circulation in the City of Beaverton a summary of the application, a date by which public comment on the application should be submitted to the Director, if applicable, the date of the Facilities Review Committee meeting with the applicant, and the place, date, and time of the decision making authority's hearing on the application under review. [ORD 4404; October 2006]
5. In addition to the provisions of Sections 50.45.2, 50.45.4, and 50.45.8, the following noticing timelines shall apply for the following applications:
- A. If the proposal is a Quasi-Judicial Zoning Map Amendment application (Section 40.97.15.1.), the Director shall send notice outlined in Section 50.45.3. by certified mail to the owner of property as shown on the current records of the Washington County Department of Assessment and Taxation which are subject to the proposed zone change at least thirty (30) days prior to the public hearing.
 - B. For any Zoning Map Amendment application which includes all or part of a mobile home or manufactured dwelling park, as defined in ORS 446.003, the Director shall mail the notice outlined in Section 50.45.3. to each existing mailing address for tenants of the mobile home or manufactured dwelling park at least twenty (20) days but not more than forty (40) calendar days before the date of the initial hearing on the application. The applicant for such a zone change shall pay the costs of such notice, which shall be in addition to fees otherwise applicable to the application.

6. In addition to the noticing procedural requirements contained in Sections 50.45.2. through 50.45.4., a Street Vacation proposal shall be subject to the following procedures:
 - A. The newspaper notice of the proposed ordinance for street vacation described in Section 50.45.4. shall be published for at least two consecutive weeks prior to the public hearing.
 - B. A copy of the hearing notice described in Section 50.45.3. shall be made available in City Hall and the City Library.
 - C. At least fifteen (15) calendar days before the hearing for the street vacation, the applicant shall post a signboard, provided by the City at cost, at each terminus of the proposed street vacation. The sign shall contain the legend with minimum two inch (2") high letters "NOTICE OF STREET VACATION", the case number, the telephone number where City staff can be contacted for more information, and a statement that includes the date, time and place of the hearing of the City Council before whom the public may testify. The applicant is responsible for assuring that the sign is posted for a continuous period of at least fifteen (15) days.
7. In addition to the noticing procedural requirements contained in Sections 50.45.2 through 50.45.4, an application for the demolition of a historic building or structure shall be subject to the following procedures:
 - A. The applicant has advertised such building for sale and/or removal from the site, with such advertisement to run once per week over two consecutive weeks, no less than seven days apart, in a newspaper of general circulation in the City of Beaverton.
 - B. The applicant has posted a sign on the property for a continuous period of at least thirty (30) calendar days prior to the hearing. The sign shall be provided by the City and be posted in a prominent and conspicuous place within ten feet of a public street abutting the premises on which the building is located, and shall contain the legend "THIS HISTORIC BUILDING TO BE DEMOLISHED", together with a statement that includes the date, time and place of the hearing of the decision making authority before whom the public may testify. The applicant is responsible for assuring that the sign is posted for a continuous period of at least thirty (30) days.
 - C. If after 30 calendar days no party interested in purchasing or moving the property has come forward to the property owner, the City, or both, the decision making authority shall hold a hearing.
 - D. None of the preceding procedures listed in Section 50.45.7.A. through .D. shall apply to the demolition of a historic building or structure if the Building Official has ordered the removal or demolition of such building because the Building Official has determined the building or structure to be dangerous to life, health or property.
8. Not less than twenty (20) calendar days before the decision making authority's hearing, the applicant shall post at least one (1) signboard provided by the Director for that purpose. The signboard shall be posted in a conspicuous place visible to the public on or in the vicinity of the property subject to the application. The signboard shall state with minimum two (2)-inch high letters the case number; the telephone number where City staff can be contacted for more information. In the case of Non-Discretionary Annexation Related Zoning Map Amendments and Discretionary Annexation Related Zoning Map Amendments processed by the City, no site posting shall be required.
[ORD 4659; June 2015]
9. All documents and evidence relied upon by the applicant shall be submitted to the City and made available to the public at least seven (7) days prior to the hearing. Documents and evidence relied upon by the applicant which is submitted later than seven (7) days prior to the hearing shall be received, provided however, upon request of any interested person, the decision making authority shall continue the hearing to a date and time certain which is not less than seven (7) days later and permit persons to present and rebut new evidence, argument or testimony in response to the documents and evidence submitted by the applicant later than seven days prior to the hearing.

10. Within approximately twenty eight (28) calendar days after the application has been determined to be or deemed complete, the Director shall convene the Facilities Review Committee to review applicable technical aspects of the application with the applicant, if the application is subject to Facilities Review Committee review. [ORD 4404; October 2006]
11. Within approximately thirty five (35) calendar days after the application has been determined to be or deemed complete, the applicant shall submit to the Director an affidavit certifying where and when the notices were posted.
12. Within approximately seven (7) calendar days after the Facilities Review Committee meeting, the Facilities Review Committee shall forward a written report to the Director. [ORD 4404; October 2006]
13. Approximately twenty-one (21) calendar days after the Facilities Review Committee meeting, the decision making authority's initial hearing on the application shall take place. [ORD 4404; October 2006]
14. At least seven (7) calendar days before the date of the initial hearing on the application, the Director shall make available to the public a copy of the staff report for review and inspection, and shall provide a copy of the staff report and recommendation to the decision making authority and to the applicant and property owner. The Director shall provide a copy of the staff report to the public at reasonable cost upon request.
15. Hearings before the Planning Commission shall be conducted in accordance with Sections 50.55. through 50.58. of this Code. Hearing before the City Council shall be conducted in accordance with Sections 50.85. through 50.88. of this Code. Hearings shall be recorded on audio only or audio and video tape. [ORD 4532; April 2010]
16. At the conclusion of the hearing on each application, the decision making authority shall take one of the following actions:
 - A. Continue the hearing to a date, time, and location certain, which shall be announced by the Chair. Notice of date, time and location certain of the continued hearing is not required to be mailed, published, or posted, unless the hearing is continued without announcing a date, time, and location certain, in which case notice of the continued hearing shall be given as though it was the initial hearing.
 - B. Deny the application, approve the application, or approve the application with conditions.
 1. If the decision making authority takes action pursuant to Section 50.45.16.B., the decision making authority shall announce a brief summary of the basis for the decision, and that a land use order will be issued as provided in Section 50.45.17.; provided, the proceedings may be continued for the purpose of considering such land use order without taking new testimony or evidence.
 2. Provisions for holding a record open or continuing a hearing set forth in ORS 197.763 (6) shall apply under this Ordinance in a manner consistent with state law.
 - C. In the case of Street Vacation, Quasi-Judicial Zoning Map Amendment, Discretionary Annexation Related Zoning Map Amendment applications, if the Council intends to adopt an ordinance to vacate a street or change a zoning designation, the City Attorney shall prepare same. An ordinance shall thereafter be adopted pursuant to the City Charter. The City Council shall adopt or approve written findings which demonstrate that the approval complies with applicable approval criteria.
17. After the public record closes, a written decision in the form of a land use order shall be prepared regarding the application. The land use order shall include:
 - A. A listing of the applicable approval criteria by Development Code section number.
 - B. A statement or summary of the facts upon which the decision making authority relies to find the application does or does not comply with each applicable approval criterion and to justify any conditions of approval. The decision

making authority may adopt or incorporate a staff report or written findings prepared by any party to the proceeding into the land use order to satisfy this requirement.

- C. A statement of conclusions based on the facts and findings.
 - D. A decision to deny or to approve the application and, if approved, any conditions of approval necessary to ensure compliance with applicable criteria.
18. Within approximately seven (7) calendar days from the date that the decision making authority adopts a land use order, the Director shall cause the order to be signed, dated, and mailed to the applicant and the property owner. The land use order shall be accompanied by a written notice which shall include the following information: [ORD 4462; January 2008]
- A. Except for a Street Vacation application, a statement that the decision is final but may be appealed as provided in Section 50.70. within ten (10) calendar days after the date of the signed notice is dated and mailed. The appeal closing date, which is ten (10) days after the date the signed notice is dated and mailed, shall be set forth in boldface type. The statement shall generally describe the requirements for filing an appeal.
 - B. In the case of a Street Vacation application, a statement that the decision is final, but may be appealed to the Land Use Board of Appeal as provided in ORS 197.805 through ORS 197.860.
 - C. A statement that the complete case file is available for review. The statement shall list when and where the case file is available and the name and telephone number of the City representative to contact for information about the case.
19. [ORD 4462; January 2008] At the same time the land use order is mailed to the applicant and property owner, a written notice containing the same information listed in Section 50.45.18.A. through .C. shall be mailed to the NAC Chair in which the subject property is located and other persons who appeared orally or in writing before the public record closed on the subject matter. In addition to the information listed in Section 50.45.18.A. through .C., the written notice will provide a Web page address on which the land use order may be viewed and downloaded.
- A. Except for a Street Vacation application, a statement that the decision is final but may be appealed as provided in Section 50.70. within ten (10) calendar days after the date of the signed notice is dated and mailed. The appeal closing date, which is ten (10) days after the date the signed notice is dated and mailed, shall be set forth in boldface type. The statement shall generally describe the requirements for filing an appeal.
 - B. In the case of a Street Vacation application, a statement that the decision is final, but may be appealed to the Land Use Board of Appeal as provided in ORS 197.805 through ORS 197.860.
 - C. A statement that the complete case file is available for review. The statement shall list when and where the case file is available and the name and telephone number of the City representative to contact for information about the case.

RESPONSE: The procedure for this Type 3 application is acknowledged and understood.

CHAPTER 60 - SPECIAL REQUIREMENTS

60.05. DESIGN REVIEW DESIGN PRINCIPLES, STANDARDS AND GUIDELINES

[ORD 4332; January 2005]

60.05.05. Purpose.

The following design principles, standards and guidelines shall be met by new development and redevelopment where applicable, throughout the City. [ORD 4584; June 2012]

60.05.10. Design Principles.

The following design principles are general statements to guide the development of the built environment, the appearance of that development, and the effect of that development on the existing surroundings. The design guidelines and standards implement these principles. [ORD 4584; June 2012]

1. **Building Design and Orientation.** Design buildings that enhance the visual character of the community and take into account the surrounding neighborhoods, provide permanence, and create a sense of place. In Residential, Commercial and Multiple Use districts, design buildings that contribute to a safe, high quality pedestrian-oriented streetscape.
2. **Multiple Use District Building Orientation and Design.** Locate buildings so they are conveniently and safely accessible from on-site and off-site sidewalks and streets, and so buildings near the edge of a right of way provide a high quality, pedestrian oriented streetscape, contribute to safety by offering “eyes on the street” and promote pedestrian safety and use. Provide a pedestrian-friendly environment through building and site design treatments that may vary in nature and degree depending on the character of the urban area, the characteristics of the street, and the type of use and development proposed.
3. **Circulation and Parking Design.** Provide integrated multi-modal circulation and parking improvements that are safe and convenient, connect to surrounding neighborhoods and streets, and serve the needs of development.
4. **Landscape, Open Space, and Natural Areas Design.** Create landscape areas that contribute to the aesthetics of the community, conserve, protect, enhance or restore natural features and the natural environment, provide an attractive setting for buildings, and provide safe, interesting outdoor spaces for residents, customers, employees, and the community. Whenever possible, utilize native vegetative species which are disease and drought tolerant.
5. **Lighting Design.** Provide exterior lighting for buildings, parking lots, pedestrian pathways, vehicular areas, pedestrian plazas, public open spaces to ensure public safety and convenience, and to minimize excessive illumination on environmentally sensitive areas, adjoining properties, and streets.

60.05.15. Building Design and Orientation Standards.

Unless otherwise noted, all standards apply in all zoning districts.

1. **Building articulation and variety.**
 - B. Buildings visible from and within 200 feet of an adjacent public street shall have a minimum portion of the street-facing elevation(s) and the elevation(s) containing a primary building entrance or multiple tenant entrances devoted to permanent architectural features designed to provide articulation and variety. These permanent features include, but are not limited windows, bays and offsetting walls that extend at least eighteen inches (18”), recessed entrances, loading doors and bays, and changes in material types. Changes in material types shall have a minimum dimension of two feet and minimum area of 25 square feet. The percentage of the total square footage of elevation area is: [ORD 4584; June 2012]
 1. Thirty (30) percent in Residential zones, and all uses in Commercial and Multiple Use zones. [ORD 4584; June 2012]
 2. Fifty (50) percent in Commercial zones where glazing is less than thirty five (35) percent pursuant to Section 60.05.15.8.A.3.

RESPONSE: The new service building is visible from and within 200 feet of SW 139th and SW Whitney Way. The east, south and north street-facing elevations feature a variety of permanent architectural features with vertical and

horizontal articulation and materiality that reflect the structural system of the building. Stucco-clad, vertical “pilasters” extend 18” to 40” from the face of the adjacent painted concrete block and stucco walls and tie into a horizontally projecting, stucco-clad band at the rooftop parking level and stair towers. These projecting elements exceed 25 square feet in area and form an articulated frame that patterns the public-facing building elevations into human scale segments. Additionally, along SW 139th Way, set back from the face of the new service building façade, is a breezeway canopy that architecturally and functionally connects the new and existing service buildings. The breezeway canopy is wrapped with a similar horizontally-projecting stucco-clad band. This volumetric language of stucco-clad “portal” frame elements architecturally echoes the façade treatment on the adjacent Volkswagen parts/service and showroom buildings. New horizontal stucco-clad bands are proposed on the north and west sides of the existing service building to further define this language and relate the existing and new buildings together. The total building articulation and storefront composition on the new service building façades: 50% east, 75% south, 51% north. See Proposed Exterior Elevations, sheets A-221, A-222 and A-223.

- C. The maximum spacing between permanent architectural features, both vertically and horizontally, shall be no more than:
1. Forty (40) feet in Residential zones, and all uses in Commercial and Multiple Use zones. [ORD 4584; June 2012]
 2. Sixty (60) feet in Industrial zones.
 3. Fifteen (15) feet in detached residential developments in Multiple Use zones for walls facing streets, common greens, and shared courts. [ORD 4542; June 2010]
-

RESPONSE: The permanent, articulated building features, as described in section B, are spaced no more than 40 feet apart, as is dimensioned on elevation drawings 1, 3 and 4, sheet A-222.

2. Roof forms.

- A. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.
- B. Sloped roofs on residential uses in residential zones and on all uses in multiple use and commercial zones shall have eaves, exclusive of rain gutters, that must project from the building wall at least twelve (12) inches. [ORD 4584; June 2012]
- C. All roofs with a slope of less than 4/12 pitch shall be articulated with a parapet wall that must project vertically above the roof line at least twelve (12) inches or architecturally treated, such as with a decorative cornice. [ORD 4584; June 2012]
- D. When an addition to an existing structure or a new structure is proposed in an existing development, the roof forms for the new structures shall have similar slope and be constructed of the same materials as existing roofs.
- E. Smaller feature roofs are not subject to the standards of this Section.
-

RESPONSE: The new service building features two stair towers; the stair tower roofs feature articulation with 36” high stucco-clad cornice band. At the rooftop parking deck of this building, a similar stucco clad band wraps the top of the wall and serves as both a guardrail for parking deck occupants and a shield for headlights from inventory vehicles. The existing service building roof is proposed to be modified; it is low sloping not exposed to view from the adjacent public streets.

3. Primary building entrances.

- F. Primary entrances, which are the main point(s) of entry where the majority of building users will enter and leave, shall covered, recessed, or treated with a permanent architectural feature in such a way that weather protection is provided. The covered area providing weather protection shall be at least six (6) feet wide and four (4) feet deep.

RESPONSE: The primary public entrances for the existing and new service buildings exist; no change is proposed. The general public enter the service department by way of the Volvo and Volkswagen Service Reception drives, covered building areas which adjoin the respective showrooms for each dealership. The locations of the Service Receptions are noted on the Site Plans, sheets A-101 and A-102.

4. Exterior building materials.

- G. For Conditional Uses in Residential zones and all uses in Commercial and Multiple Use zones (except detached residential uses fronting streets, common greens and shared courts), a maximum of thirty (30) percent of each elevation that is visible from and within 200 feet of a public street or a public park, public plaza or other public open space, and on elevations that include a primary building entrance or multiple tenant entrances may be plain, smooth, unfinished concrete, concrete block, plywood and sheet pressboard. The remaining elevation area for all applicable uses in all applicable zones shall be architecturally treated. Appropriate methods of architectural treatment shall include, but are not limited to, scoring, changes in material texture, and the application of other finish materials such as wood, rock, brick or tile wall treatment. [ORD 4542; June 2010] [ORD 4576; January 2012] [ORD 4584; June 2012]

This standard shall also apply to all uses in the Industrial zones, except for buildings containing manufacturing, fabricating, processing, packing, storage and wholesale and distribution facilities as a principal use of the site where this standard shall apply only to the primary elevation that is visible from and within 200 feet of a public street or a public park, public plaza or other public open space. [ORD 4531; April 2010]

RESPONSE: None of the proposed elevations feature plain, smooth, unfinished concrete or concrete block, plywood or sheet pressboard. All areas of proposed concrete and concrete block finish are to be painted. The exterior elevations on sheets A-221 and A-222 are tagged with the proposed finish materials.

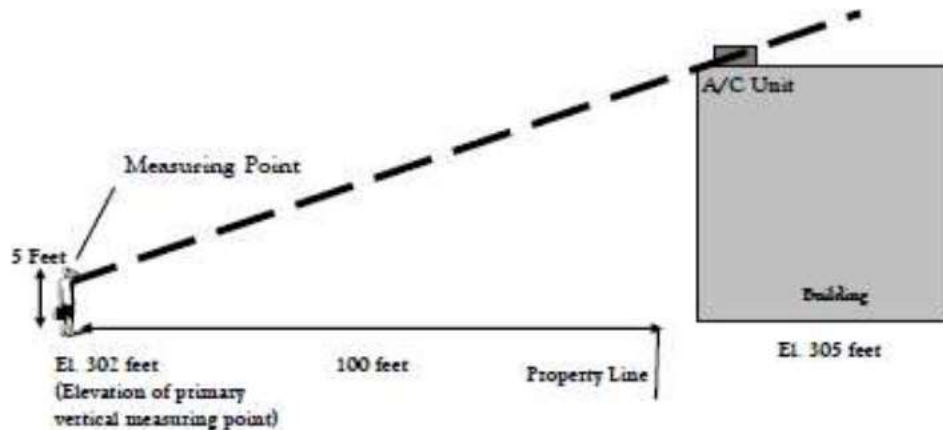
- H. For Conditional Uses in Residential zones and all uses in Commercial and Multiple Use zones, plain, smooth, exposed concrete and concrete block used as foundation material shall not be more than three (3) feet above the finished grade level adjacent to the foundation wall, unless pigmented, textured, or both. In Industrial districts, foundations may extend up to four (4) feet above the finished grade level. [ORD 4584; June 2012]

RESPONSE: None of the proposed elevations feature plain, smooth, unfinished concrete or concrete block. All areas of proposed concrete and concrete block finish are to be painted. The exterior elevations on sheets A-221 and A-222 are tagged with the proposed finish materials.

5. Roof-mounted equipment.

- A. All roof-mounted equipment shall be screened from view from adjacent streets or adjacent properties in one of the following ways:
 - 1. A parapet wall; or

2. A screen around the equipment that is made of a primary exterior finish material used on other portions of the building; or
 3. Setback from the street-facing elevation such that it is not visible from the public street(s); or
 4. Screened from view by another building.
- B. As shown in the diagram below, the vertical measuring distance for required screening shall be measured at five (5) feet above the finished or existing grade at the property line or public right-of-way abutting the development site's front yard setback for a distance of one hundred (100) lineal feet measured outward from the development site's front property line. Once the vertical measuring distance is established for the site's front yard, this same vertical measuring distance shall be applied to all sides of the development site's perimeter property lines.



- C. Solar panels, dishes/antennas, pipes, vents, and chimneys are exempt from this standard.

RESPONSE: The roof-mounted equipment on the parking deck is screened with a parapet wall and is not visible from the public street as is shown in diagram 2, sheet A-223.

6. Building location and orientation along streets in Commercial and Multiple Use zones. [ORD 4584; June 2012]

- A. Buildings in Multiple Use zones shall occupy a minimum public street frontage as follows:
2. 35 percent of the street frontage where a parcel abuts a Class 2 Major Pedestrian Route.
 3. 35 percent of the street frontage where a parcel does not abut any Major Pedestrian Route and the parcel exceeds 60,000 gross square feet. [ORD 4462; January 2008]

RESPONSE: The proposed service building occupies 35% or more of the length of street frontage along SW 139th Way and SW Whitney Way as is dimensioned and indicated on the Proposed Site Plan, sheet A-102.

- B. [ORD 4462; January 2008] Buildings in Commercial zones shall occupy a minimum of 35 percent public street frontage where a parcel exceeds 60,000 gross square feet.

RESPONSE: The property exceeds 60,000 sf in size. The proposed service building occupies 35% or more of the length of street frontage along SW 139th Way and SW Whitney Way as is dimensioned and indicated on the Proposed Site Plan, sheet A-102.

- C. Buildings subject to the street frontage standard shall be located no farther than 20 feet from the property line. The area between the building and property line shall be landscaped to standards found in Section 60.05.25.5.B. or 60.05.25.5.C.
-

RESPONSE: The proposed building is located no farther than 20 feet from the property line, except for where the property line curves, as is shown in the Proposed Site Plan, sheet A-102. Curving the building at this corner to limit distance to the property line is not practical with the concrete block wall construction. Additionally, the building is sited to maintain vision clearance at the street intersection. Additional landscape area is proposed at this corner. All of the area between the building and property lines is fully landscaped. See the Proposed Landscape Plan, L-102.

- D. Buildings on corner lots of multiple Major Pedestrian Routes shall be located at the intersections of the Major Pedestrian Routes. Where a site has more than one corner on a Major Pedestrian Route, this requirement must be met at only one corner.
-

RESPONSE: The proposed building is located at the corner of the street classified as a Major Pedestrian Route.

- E. Buildings subject to the street frontage standard shall have at least one primary building entrance oriented toward an abutting street or public pedestrian way. Where there is more than one abutting Class 1 Major Pedestrian Route, the primary entrance shall have a reasonably direct pedestrian connection to a minimum of one abutting Class 1 Major Pedestrian Route or shall be oriented to a Class 1 Major Pedestrian Route corner. [ORD 4706; May 2017]
1. A minimum of one primary building entrance shall not be set back more than 20 feet from the abutting public street or public pedestrian way.
 2. Pedestrian connections to street oriented primary building entrances shall not cross vehicular circulation and parking areas.
-

RESPONSE: See the response to the Design Guideline 60.05.35.6.

- F. Secondary entrances may face on streets, off-street parking areas, or landscaped courtyards.
-

RESPONSE: The proposed building features several secondary entrances that face off-street parking, vehicle inventory and service areas. See response to 60.05.15.6.E, above.

7. Building scale along Major Pedestrian Routes.

- A. The height of any portion of a building at or within 20 feet of the property line as measured from the finished grade at the property line abutting a Major Pedestrian Route shall be a minimum of twenty- two (22) feet and a maximum of sixty (60) feet. Building heights greater than sixty (60) feet are allowed if the portion of a building that is greater than sixty (60) feet in height is at least twenty (20) feet from the property line that abuts the Major Pedestrian Route.

In all cases, building height shall meet the requirement of Section 20.20.50. for the specific zoning district. [ORD 4462; January 2008] [ORD 4531; 2010]

RESPONSE: SW Whitney Way is classified as a Class 2 Major Pedestrian Route on one side of the street. The proposed building height along SW Whitney Way exceeds 22'-0" as is dimensioned on elevation 4, sheet A-222.

8. Ground floor elevations on commercial and multiple use buildings.

- A. Except those used exclusively for residential use, ground floor elevations visible from and within 200 feet of a public street, Major Pedestrian Route, or a public park, public plaza or other public open space, and elevations that include a primary building entrance or multiple tenant entrances, shall have the following minimum percent of the ground floor elevation area permanently treated with windows, display areas or glass doorway openings.

2. Class 2 Major Pedestrian Routes: Thirty-five (35) percent.
3. Buildings on parcels in excess of 25,000 gross square feet within a Commercial zoning district: Thirty-five (35) percent.

Less glazing may be provided in a Commercial zoning district when increased building articulation and architectural variety is provided pursuant to Section 60.05.15.1.B.2. of this Code.

For the purpose of this standard, ground floor elevation area shall be measured from three (3) feet above grade to ten (10) feet above grade the entire width of the elevation. The ground floor elevation requirements shall be met from grade to twelve (12) feet above grade.

RESPONSE: See the response to the Design Guideline 60.05.35.8.

60.05.20. Circulation and Parking Design Standards.

Unless otherwise noted, all standards apply in all zoning districts.

1. Connections to the public street system.

- A. Pedestrian, bicycle, and motor vehicle connections shall be provided between the on-site circulation system and adjacent existing and planned streets as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element. [ORD 4531; April 2010]
-

RESPONSE: Pedestrian, bicycle and motor vehicle connections from the on-site circulation system to the adjacent streets exist. Modification are as proposed on the Site Plans, sheets A-101 and A-102. New short-term bicycle parking is proposed at the north side of the new service building; long-term bike parking is proposed inside the new service shop. The existing access driveway to SW Whitney Way is proposed for removal; this is an employee only access point. Employees will continue to utilize the other existing access driveways to remain. No change is proposed to the motor vehicle circulation system used by the general public on this site. The traffic impact anticipated from this project has been analyzed in the enclosed Traffic and Parking Studies. The site circulation has been designed to work for a variety of vehicle types and users, as is shown on the Site Circulation Plans, sheets A-104A through A-104F.

2. Loading areas, solid waste facilities and similar improvements.

- A. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults and similar activities shall be located in an area not visible from a public street, or shall be fully screened from view from a public street. [ORD 4531; April 2010]
-

RESPONSE: The on-site service areas, outdoor storage areas, waste storage, disposal facilities and recycling containers are not visible or are screened from view from the public streets. The new service building itself provides a large mass of screening to the portion of the existing service building to remain. A new covered trash enclosure is proposed, as is shown in detail 3, sheet A-223. New and existing transformers are to be screened with new landscaping, as shown on the Proposed Landscape Plan, sheet L-102.

- B. Except for manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, all loading docks and loading zones shall be located in an area not visible from a public street, or shall be fully screened from view from a public street.
-

RESPONSE: The loading space at the Parts Department exists. New landscaping is proposed along SW 139th Ave to screen this loading space from street view. See Proposed Landscape Plan, sheet L-102. The new loading space is not visible from street view. See the Parking Site Plan, Sheet A-104.

- C. Screening from public view for service areas, loading docks, loading zones and outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults and similar activities shall be fully sight-obscuring, shall be constructed a minimum of one foot higher than the feature to be screened, and shall be accomplished by one or more of the following methods:

1. Solid screen wall constructed of primary exterior finish materials utilized on primary buildings,
2. Solid hedge wall with a minimum of ninety-five (95) percent opacity within two (2) years.
3. Solid wood fence

[ORD 4531; April 2010]

- D. Screening from public view by chain-link fence with or without slats is prohibited.
- E. Screening of loading zones may be waived in Commercial and Multiple Use zones if the applicant demonstrates the type and size of loading vehicles will not detract from the project's aesthetic appearance and the timing of loading will not conflict with the hours or operations of the expected businesses. [ORD 4584; June 2012]
-

RESPONSE: The loading space at the Parts Department exists. New landscaping is proposed along SW 139th Ave to screen this loading space from street view. See Proposed Landscape Plan, sheet L-102. Loading/unloading activities are primarily "night drops" that occurs at the Parts Department receiving area. Occasional delivery of vehicles may involve a transport truck entering the site, as planned for and shown on sheet A-104F. Loading activities will not detract from the aesthetic appearance of the building.

3. Pedestrian circulation.

- A. Pedestrian connections shall be provided that link to adjacent existing and planned pedestrian facilities as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element, and to

the abutting public street system and on-site buildings, parking areas, and other facilities where pedestrian access is desired. Pedestrian connections shall be provided except when one or more of the following conditions exist:

1. Where physical or topographic conditions, such as a grade change of ten (10) feet or more at a property line to an adjacent pedestrian facility, make connections impractical,
 2. Where uses including manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts occur,
 3. Where on-site activities such as movement of trucks, forklifts, and other large equipment would present potential conflicts with pedestrians, or
 4. Where buildings or other existing development on adjacent lands physically preclude a connection now or in the future.
- B. A reasonably direct walkway connection is required between primary entrances, which are the main point(s) of entry where the majority of building users will enter and leave, and public and private streets, transit stops, and other pedestrian destinations.
- C. A reasonably direct pedestrian walkway into a site shall be provided for every 300 feet of street frontage or for every eight aisles of vehicle parking if parking is located between the building and the street. A reasonably direct walkway shall also be provided to any accessway abutting the site. This standard may be waived when topographic conditions, man-made features, natural areas, etc. preclude walkway extensions to adjacent properties.
- D. Pedestrian connections through parking lots shall be physically separated from adjacent vehicle parking and parallel vehicle traffic through the use of curbs, landscaping, trees, and lighting, if not otherwise provided in the parking lot design.
- E. Where pedestrian connections cross driveways or vehicular access aisles a continuous walkway shall be provided, and shall be composed of a different paving material than the primary on-site paving material.
- F. Pedestrian walkways shall have a minimum of five (5) foot wide unobstructed clearance and shall be paved with scored concrete or modular paving materials. In the event that the Americans with Disabilities Act (ADA) contains stricter standards for any pedestrian walkway, the ADA standards shall apply. [ORD 4531; April 2010]

RESPONSE: Two pedestrian connections to the public sidewalk are proposed for the new service building; both are separated from the adjacent parking and vehicle circulation areas with raised curbs. The widths of these pedestrian walkways exceed 5' and meet ADA standards. A wide, concrete pedestrian connection is provided under the breezeway canopy, between the existing and new service buildings – this route is through an employee only area and will define the primary employee crossing between buildings. See the Parking and Circulation Site Plan, sheet A-104.

4. Street frontages and parking areas.

- A. Surface parking areas abutting a public street shall provide perimeter parking lot landscaping which meets one of the following standards:
1. A minimum six (6)-foot wide planting strip between the right-of-way and the parking area. Pedestrian walkways and vehicular driveways may cross the planting strip. Trees shall be planted at a minimum 2 1/2 inch caliper at a maximum of thirty (30) feet on center. Planting strips shall be planted with an evergreen hedge that will provide a 30-inch high screen and fifty (50) percent opacity within two years. The maximum

height shall be maintained at no more than thirty-six (36) inches. Areas not covered by trees or hedge shall be landscaped with live ground cover. Bumper overhangs which intrude into the planting strip shall not impact required trees or hedge; or

2. A solid wall or fence 30 to 36 inches in height parallel to and not nearer than four (4) feet from the right-of-way line. The area between the wall or fence and the street line shall be landscaped with live ground cover. Pedestrian walkways and vehicular driveways may cross the wall or fence.

RESPONSE: A landscaped planting area exceeding 6' in width exists between the proposed accessible parking for the new service building and SW Whitney Way.

5. Parking area landscaping.

A. Landscaped planter islands shall be required according to the following:

1. Residential uses in residential zones, one for every eight (8) contiguous parking spaces.
2. All uses in Commercial and Multiple Use zones, one for every ten (10) contiguous parking spaces. [ORD 4584; June 2012]
3. All Conditional Uses in Residential zones one for every twelve (12) contiguous parking spaces. [ORD 4584; June 2012]
4. All uses in Employment / Industrial zones, one for every twelve (12) contiguous parking spaces. [ORD 4584; June 2012]

B. The island shall have a minimum area of 70 square feet, and a minimum width of 6 feet, and shall be curbed to protect landscaping. The landscaped island shall be planted with a tree having a minimum mature height of 20 feet. If a pole-mounted light is proposed to be installed within a landscaped planter island, and an applicant demonstrates that there is a physical conflict for siting the tree and the pole-mounted light together, the decision-making authority may waive the planting of the tree, provided that at least seventy-five (75) percent of the required islands contain trees. Landscaped planter islands shall be evenly spaced throughout the parking area.

C. Linear raised sidewalks and walkways within the parking area connecting the parking spaces and on-site building(s) may be counted towards the total required number of landscaped islands, provided that all of the following is met:

1. Trees are spaced a maximum of 30 feet on center on a minimum of one side of the sidewalk.
2. The minimum unobstructed sidewalk width is five feet.
3. The sidewalk is separated from the parking area by curbs, bollards, or other means on both sides.
4. Trees are located in planting area with groundcover or planted in covered tree wells.
5. Trees within the linear sidewalk area shall constitute no more than 50 percent of the total required number of trees within required landscaped planter islands. All remaining required trees shall be located within landscaped planter islands. [ORD 4531; April 2010]

D. Trees planted within required landscaped planter islands or the linear sidewalk shall be of a type and species identified by the City of Beaverton Street Tree List or an alternative approved by the City Arborist.

RESPONSE: Landscaped islands are proposed adjacent to the new employee parking for the new service building. See the Proposed Site Plan, sheet A-102, and the Proposed Landscape Plan, sheet L-102.

7. Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones. [ORD 4584; June 2012]

- A. A sidewalk is required on all streets. Except where approved through Sidewalk Design Modification (40.58), the sidewalk shall be a minimum of ten (10) feet wide, and provide an unobstructed path at least five (5) feet wide. [ORD 4531; April 2010]
- B. A sidewalk or walkway internal to the site is required along building elevations that include a primary building entrance, multiple tenant entrances or display windows. The sidewalk shall be a minimum of ten (10) feet wide, and provide an unobstructed path at least five (5) feet wide at building entrances, and along elevations containing display windows. Sidewalks shall be paved with scored concrete or modular paving materials. If adjacent to parking areas, the sidewalk shall be separated from the parking by a raised curb. [ORD 4531; April 2010]
- C. Residential development fronting common greens and shared courts, and detached units fronting streets are exempt from these standards of 7. B above, and are subject to the Engineering Design Manual. [ORD 4542; June 2010] [ORD 4576; January 2012]

RESPONSE: A Sidewalk Design Modification is included with this Type 3 Application. Internal to the site, two raised concrete walkways, with 5' minimum unobstructed paths are proposed at the accessible entrances at the north and south ends of the new service building; these walkways connect to the public sidewalks. The primary entrance to the proposed service building exists at the Volkswagen and Volvo Service Receptions; no change is proposed. See Site Plans, sheets A-101 and A-102.

8. Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial, and Multiple Use zones. [ORD 4584; June 2012]

- A. Parking lot drive aisles that link public streets and/or private streets with parking stalls shall be designed as private streets consistent with the standard as described under Section 60.05.20.8.B., unless one of the following is met:
 - 1. The parking lot drive aisle is less than 100 feet long;
 - 2. The parking lot drive aisle serves 2 or less residential units; or
 - 3. The parking lot drive aisle provides direct access to angled or perpendicular parking stalls.
- B. Private streets, common greens, and shared courts shall meet the following standards:
 - 1. Private streets serving non-residential uses and residential uses having five or more units shall have raised curbs and minimum five (5) foot wide unobstructed sidewalks on both sides.
 - 2. Private streets serving less than five (5) residential units shall have raised curbs and a minimum five (5) foot wide unobstructed sidewalk on at least one side.
 - 3. When common greens and shared courts are utilized, an unobstructed walkway a minimum of five (5) feet wide shall be provided within the common green or shared court. [ORD 4542; June 2010] [ORD 4531; April 2010]

RESPONSE: Parking lot drive aisles on this property exist and provide direct access to angled or perpendicular parking stalls. No private streets are proposed.

9. Ground floor uses in parking structures.

- A. Parking structures located on Major Pedestrian Routes shall incorporate one or more active retail or commercial uses other than parking at ground level along the entire portion of the structure fronting onto such routes. Compliance to this standard is not required when a semi-subterranean parking structure is proposed, provided that the height of such structures, or portions thereof, is not greater than three and one-half (3 1/2) feet above the elevation of the adjoining walkway or sidewalk.

RESPONSE: The rooftop parking deck is for employee use only and not for public access. A ground floor commercial use along the entire portion of the structure is provided along the Major Pedestrian Route on SW Whitney Way.

60.05.25. Landscape, Open Space, and Natural Areas Design Standards.

Unless otherwise noted, all standards apply in all zoning districts.

- 5. Minimum landscape requirements for non-residential developments and Mixed Use Development. [ORD 4542; May 2010] [ORD 4584; June 2012]
 - A. A minimum portion of the total gross lot area shall be landscaped:
 - 1. Conditional Uses in Residential districts, and all uses in Commercial and Industrial districts, fifteen (15) percent;
 - 2. All uses in Multiple Use districts, ten (10) percent.
 - 3. Environmentally sensitive areas shall be counted towards the minimum landscape requirement. Aboveground landscaped water quality treatment facilities shall be counted toward the minimum landscape requirement.

RESPONSE: In this Commercial district, 15% site landscaping is required and 15% site landscaping is proposed. See Proposed Site Plan, sheet A-102, the Landscape Drawings and the enclosed Preliminary Stormwater Report.

- B. The following minimum planting requirements for required landscaped areas shall be complied with. These requirements shall be used to calculate the total number of trees and shrubs to be included within the required landscape area:
 - 1. One (1) tree shall be provided for every eight hundred (800) square feet of required landscaped area. Evergreen trees shall have a minimum planting height of six (6) feet. Deciduous trees shall have a minimum caliper of 1.5 inches at time of planting.
 - 2. One (1) evergreen shrub having a minimum mature height of forty-eight (48) inches shall be provided for every four hundred (400) square feet of required landscaped area.
 - 3. Live ground cover consisting of low-height plants, or shrubs, or grass shall be planted in the portion of the landscaped area not occupied by trees or evergreen shrubs. Bare gravel, rock, bark or other similar materials may be used, but are not a substitute for ground cover plantings, and shall be limited to no more than twenty-five (25) percent of the required landscape area.

RESPONSE: The required landscape area is shown and tabulated on the Proposed Site Plan, sheet A-102. The corresponding number of trees and shrubs are required, along with the maximum area of ground cover planting allowable, is shown on the Planting Plan, sheet L-102.

- C. A hard surface pedestrian plaza or combined hard surface and soft surface pedestrian plaza, if proposed shall be counted towards meeting the minimum landscaping requirement, provided that the hard-surface portion of the plaza shall not exceed twenty-five (25) percent of the minimum landscaping requirement for Conditional Uses in Residential districts, and shall be comprised of the following:
1. Brick pavers, or stone, scored, or colored concrete; and,
 2. One (1) tree having a minimum mature height of twenty (20) feet for every three hundred (300) square feet of plaza square footage; and,
 3. Street furniture including but not limited to benches, tables, chairs and trash receptacles; and,
 4. Pedestrian scale lighting consistent with the City's Technical Lighting Standards.
-

RESPONSE: An existing hard surface pedestrian plaza complying with this sections exist and was approved in DR2012-0077 and DR2013-0002. No change is proposed to this pedestrian plaza. The area of this plaza is counted toward the site landscape standard is shown in the Site Statistics section of the Proposed Site Plan, sheet A-102.

- D. All building elevations visible from and within 200 feet of a public street that do not have windows on the ground floor shall have landscaping along their foundation, which shall be counted toward the minimum landscaped requirement. This landscaping requirement shall not apply to portions of the building facade that provide access for pedestrians or vehicles to the building, for plazas adjacent to the building, or when the building is within three (3) feet of the property line. The foundation landscaping shall be at least five (5) feet wide; and shall be comprised of the following:
1. One (1) tree having a minimum planting height of six (6) feet shall be planted for every thirty (30) lineal feet of foundation.
 2. One (1) shrub having a minimum mature height of twenty-four (24) inches shall be planted for every three (3) lineal feet of foundation and shall be planted between required trees; and,
 3. Groundcover plants shall be planted in the remainder of the landscaped area not occupied by required trees and shrubs, and shall not be planted in rows, but in a staggered manner for more effective covering.
-

RESPONSE: The trees, shrubs and required lineal feet of foundation plantings are shown on the Planting Plan, sheet L-102.

9. Fences and walls.

- A. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood, stone, rock, or brick, or other durable materials.
- B. Chain link fences are acceptable as long as the fence is coated and includes slats made of vinyl, wood or other durable material. Slat may not be required when visibility into features such as open space, natural areas, parks and similar areas is needed to assure visual security, or into on-site areas in industrial zones that require visual surveillance.

- C. Masonry walls shall be a minimum of six inches thick. All other walls shall be a minimum of three inches thick.
- D. For manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, the preceding standards apply when visible from and within 200 feet of a public street.
- E. Fences and walls:
 - 1. May not exceed three feet in height in a required front yard along streets, except required above ground stormwater facilities fencing which may be four feet in height in a required front yard, and eight feet in all other locations. [ORD 4659; June 2015]
 - 2. May be permitted up to six feet in a required front yard along designated Collector and Arterial streets.
 - 3. [ORD 4576; January 2012] For detached housing along streets and housing facing common greens and shared courts in Multiple Use zones, 3 feet high fences and walls are permitted in front of the building, and on corner lots abutting a street, along the side of the building. Higher fences and walls are permitted on corner lots along the side of the building beginning within 15 feet of the back end of the building nearest to the property line.

RESPONSE: New walls are proposed at the covered trash enclosure, as is shown in detail 3, sheet A-223. These 8" min. thick concrete block walls are not located in a required setback.

11. Integrate water quality, quantity, or both facilities. Non-vaulted surface storm water detention and treatment facilities having a side slope greater than 2:1 shall not be located between a street and the front of an adjacent building.

12. Natural areas. Development on sites with City-adopted natural resource features such as streams, wetlands, significant trees and significant tree groves, shall preserve and maintain the resource without encroachment into any required resource buffer standard unless otherwise authorized by other City or CWS requirements. [ORD 4531; April 2010]

RESPONSE: There are no City-adopted natural resource features such as streams, wetlands and significant tree groves existing on this property. There does exist one significant tree (T17) at the northwest corner of the property on SW Whitney Way. No development is proposed within the drip line of this tree.

13. Landscape buffering and screening. All new development and redevelopment in the City subject to Design Review shall comply with the landscape buffering requirements of Table 60.05-2. and the following standards. For purposes of this Section, a landscape buffer is required along the property lines between different zoning district designations. A landscape buffer is required for non-residential land uses and parks in Residential zoning districts. Both buffering standards and side and rear building setback requirements shall be met. Only landscaping shall be allowed in the landscape buffer areas. Buffer areas and building setback standards are measured from the property line, they are not additive. Where a yard setback width is less than a landscape buffer width, the yard setback width applies to the specified buffer designation (B1, B2, or B3 as appropriate). A landscape buffer width cannot exceed a minimum yard setback dimension. In addition, the buffer area and landscape standard are intended to be continuously applied along the property line, except as authorized under Section 60.05.45.10. [ORD 4584; June 2012]

A. Applicability of buffer standards:

- 1. The buffer standards shall not be applicable to individual single-family buildings on individual parcels.
- 2. The buffer standards shall not apply to areas where emergency access is required.
- 3. The buffer standards shall not apply to areas where a public utility easement exists. This exemption only applies to trees and does not exempt the requirement of shrubs and ground cover.

4. The buffer standards shall not apply along property lines where a non-residential use is already buffered by a natural feature or an open space dedication, if such a natural buffer or dedication is at least 40 feet in width, or if the width of the natural feature or open space dedication and the density and quality of landscaping meet or exceed the applicable landscape buffer standard.
 5. The buffer standards shall not apply where required for visual access purposes as determined by the City Traffic Engineer or City Police. This exemption only applies to trees and shrubs and does not exempt the requirement of ground cover. [ORD 4531; April 2010]
- B. B1-Low screen buffer: This buffer is intended to provide a minimal amount of transitional screening between zones. This buffer consists of: 1) one (1) tree having a minimum planting height of six (6) feet for every thirty (30) linear feet; and 2) live ground cover consisting of low-height plants, or shrubs, or grass proportionately spaced between the trees with actual spacing for low height plants or shrubs dependent upon the mature spread of the vegetation. Bare gravel, rock, bark or other similar materials may be used, but are not a substitute for ground cover plantings, and shall be limited to no more than twenty-five (25) percent of the required buffer area. Deciduous trees having a minimum two-inch caliper at time of planting may be planted in the B1 buffer required for across the street.
- C. B2-Medium screen buffer: This buffer is intended to provide a moderate degree of transitional screening between zones. This buffer consists of live ground cover consisting of low-height plants, or shrubs, or grass, and 1) one (1) tree having a minimum planting height of six (6) feet for every thirty (30) linear feet; 2) evergreen shrubs which reach a minimum height of four (4) to six (6) feet within two (2) years of planting planted proportionately between the required evergreen trees. Live ground cover consisting of low-height plants, or shrubs, or grass shall be planted in the portion of the landscaped area not occupied by trees or evergreen shrubs. Actual spacing for low height plants or shrubs or evergreen shrubs shall be dependent upon the mature spread of the selected vegetation. Bare gravel, rock, bark or other similar materials may be used, but are not a substitute for ground cover plantings, and shall be limited to no more than twenty-five (25) percent of the required landscape area. Deciduous trees having a minimum two-inch caliper at time of planting may be planted in the B2 buffer required for across the street.
- D. B3-High screen buffer: This buffer is intended to provide a high degree of visual screening between zones. This buffer consists of minimum six (6)-foot high fully sight obscuring fences or walls with an adjoining landscape area on the interior of the fence when the fence is proposed within three (3) feet of the property line. If the fence is proposed to be setback from the property line more than three feet, the landscaping shall be on the exterior of the fence within a landscape area a minimum of five (5) feet in width, with adequate provision of access and maintenance of the landscaped area. The height of the fence shall be measured from the property on which the fence is to be located, and, if located on a wall, shall be in addition to the height of the wall. The landscape area shall be planted with one (1) tree having a minimum planting height of six (6) feet for every thirty (30) linear feet, filled between with evergreen shrubs which reach a minimum height of four (4) to six (6) feet within two (2) years of planting. Live ground cover consisting of low-height plants, or shrubs, or grass shall be planted in the portion of the landscaped area not occupied by trees or evergreen shrubs. Actual spacing for low height plants or shrubs or evergreen shrubs shall be dependent upon the mature spread of the selected vegetation. Bare gravel, rock, bark or other similar materials may be used, but are not a substitute for ground cover plantings, and shall be limited to no more than twenty-five (25) percent of the required landscape area.
- E. Changes to buffer widths and standards: Required buffer widths and buffer standards are the minimum requirements for buffering and screening. Changes in buffer widths and standards shall be reviewed through the public hearing process, except for the following:
1. A request for a reduction in the buffer width when a B2 or B1 buffer standard is required and the reduction in buffer width is five (5) feet or less, shall be reviewed through administrative authorization provided that the next highest buffer standard is implemented.

Requests for changes in buffer widths and buffer standards shall only be authorized in review of the Design Review Guidelines for Landscape buffering and screening (Section 60.05.45.10.). [ORD 4584; June 2012] [ORD 4531; April 2010]

- F. Landscaping buffering installation: All required buffering shall be installed prior to occupancy permit issuance.
- G. Pedestrian plazas in buffer areas: For non-residential development in non-residential zoning districts, in which the building is proposed to be placed at the required front yard buffer line, concrete or brick pavers shall be authorized in place of required live groundcover, or bark, or grass, for the length of the building for the front yard only; provided that required trees are still installed, the paved area is connected to the public sidewalk, and pedestrian amenities including but not limited to benches or tables, are provided.

District of Development	Minimum Landscape Buffer Requirements Between Contrasting Districts									
	Location	Urban Low Density (R10)	Urban Standard Density (R7, R5)	Urban Medium Density (R4, R2)	Urban High Density (R1)	Commercial (CS, GC, NS, CC)	Employment / Industrial (OI, IND)	Station Community (SC-MU, SC-HDR, SC-E, SC-S)	Town Center (TC-MU, TC-HDR)	Regional Center (RC-OT, RC-TO, RC-E, OI-WS, C-WS)
Urban Low Density (R10)	Abutting	CU	5'/B1 CU	10'/B2 CU	20'/B3 CU	20'/B3 CU	20'/B3 CU	20'/B3 CU	20'/B3 CU	20'/B3 CU
	Across Street	N/A	5'/B1 CU	5'/B1 CU	10'/B1 CU	10'/B1 CU	10'/B1 CU	5'/B2 CU	5'/B2 CU	5'/B2 CU
Urban Standard Density (R7, R5)	Abutting	5'/B1 CU	N/A	10'/B2 CU	20'/B3 CU	20'/B3 CU	20'/B3 CU	20'/B3 CU	20'/B3 CU	20'/B3 CU
	Across Street	5'/B1 CU	N/A	5'/B1 CU	10'/B1 CU	10'/B1 CU	10'/B1 CU	5'/B2 CU	5'/B2 CU	5'/B2 CU
Urban Medium Density (R4, R2)	Abutting	10'/B2 CU/R4	10'/B2 CU/R4	N/A	10'/B2 CU/R4	20'/B3	20'/B3	10'/B2	10'/B2	10'/B2
	Across Street	5'/B1	5'/B1	N/A	5'/B1	10'/B1	10'/B1	5'/B2	5'/B2	5'/B2
Urban High Density (R1)	Abutting	20'/B3	20'/B3	10'/B2	N/A	20'/B3	20'/B3	10'/B1	10'/B1	10'/B1
	Across Street	10'/B1	10'/B1	5'/B1	N/A	10'/B1	10'/B1	5'/B1	5'/B1	5'/B1
Commercial (CS, GC, NS, CC)	Abutting	20'/B3	20'/B3	10'/B3	10'/B3	N/A	10'/B3	5'/B2	5'/B2	5'/B2
	Across Street	10'/B1	10'/B1	5'/B1	5'/B1	N/A	5'/B1	5'/B1	5'/B1	5'/B1

RESPONSE: The subject property is zoned GC and is surrounded by other properties zoned GC except for the adjacent property across SW Whitney Way which is zoned SC-HDR. Table 60.05-2 indicates that a 5' wide B1 landscape buffer is required at the north property line. The proposed landscaping at the new service building perimeter averages a width greater than 5'. The existing landscaping west of the new service building and along the north property line meets this standard. See the Proposed Planting Plan, sheet L-102 and Planting Legend, sheet L-103.

60.05.30. Lighting Design Standards.

Unless otherwise noted, all standards apply in all zoning districts.

1. Adequate on-site lighting and minimal glare on adjoining properties. [ORD 4584; June 2012]
 - A. Lighting shall be provided at lighting levels for development and redevelopment in all zoning districts consistent with the City's Technical Lighting Standards.
 - B. Lighting shall be provided in vehicular circulation areas and pedestrian circulation areas.
 - C. Lighting shall be provided in pedestrian plazas, if any developed.
 - D. Lighting shall be provided at building entrances.
 - E. Canopy lighting shall be recessed so that the bulb or lens is not visible from a public right-of-way.

RESPONSE: New lighting is proposed in the vehicle circulation, pedestrian areas, at building entrances, covered outdoor areas and rooftop parking area. Proposed canopy lighting in the breezeway and at the west side of the building are not visible from the public right-of-way. Breezeway fixture bulbs will be shielded from the public right-of-way by the framed fascia band on the canopy. See the enclosed Site and Roof Photometric Plans as well as the Site Lighting Plan, sheet A-103.

2. Pedestrian-scale on-site lighting.

- A. Pole-mounted Luminaires shall comply with the City's Technical Lighting Standards, and shall not exceed a maximum of:
 1. Fifteen (15) feet in height for on-site pedestrian paths of travel.
 2. Twenty (20) feet in height for on-site vehicular circulation areas for residential uses in Residential zoning districts.
 3. Thirty (30) feet in height for on-site vehicular circulation areas in non-residential zoning districts.
 4. Fifteen (15) feet for the top deck of non-covered parking structures.
 5. The height of the poles for on-site pedestrian ways and on-site vehicular circulation areas shall be measured from the site's finished grade.
 6. The height of the poles on the top deck of non-covered parking structures shall be measured from the finished floor elevation of the top deck.
 7. The poles and bases for pole-mounted luminaires shall be finished or painted a non-reflective color.
- B. Non-pole-mounted luminaires shall comply with the City's Technical Lighting Standards.
- C. Lighted bollards when used to delineate on-site pedestrian and bicycle pathways shall have a maximum height of forty-eight (48) inches.

RESPONSE: New light poles in vehicle circulation areas are to be 30' or less in height. New light poles on the rooftop parking deck are to be 15' or less in height. Poles and bases are to be painted or finished a non-reflective color. See the enclosed Site Lighting Plan, sheet A-103 and the enclosed Photometric Plans.

60.05.35. Building Design and Orientation Guidelines.

Unless otherwise noted, all guidelines apply in all zoning districts.

1. Building articulation and variety. [ORD 4584; June 2012]

- A. Residential buildings should be of a limited length in order to avoid undifferentiated building elevations, reduce the mass of individual buildings, and create a scale of development that is pedestrian friendly and allow circulation between buildings by pedestrians. (Standard 60.05.15.1.A)
- B. Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided. (Standards 60.05.15.1.A and B)
- C. To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized. (Standard 60.05.15.1.B)
- D. Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.1.B) [ORD 4531; April 2010]
- E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court, or major parking area should be avoided. (Standards 60.05.15.1.B, C, and D) [ORD 4542; June 2010]
- F. Building elevations visible from and within 100 feet of an adjacent street where the principle use of the building is manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities in an Industrial zoning district, should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street should be avoided. (Standards 60.05.15.1.B and C)

RESPONSE: See response to Standard 60.05.15.1.

2. Roof forms. [ORD 4584; June 2012]

- A. Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be emphasized. (Standards 60.05.15.2.A and B)
- B. Flat roofs should include a roofline that provides visual interest distinctive such as cornice treatments. (Standard 60.05.15.2.C)
- C. Additions to existing structures which involve the addition of new roof area should respect the roof form and material of the existing structure. (Standard 60.05.15.2.D)

RESPONSE: [See response to Standard 60.05.15.2.](#)

3. Primary building entrances.

- A. The design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.3) [ORD 4531; April 2010]
- B. Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3)

RESPONSE: [See response to Standard 60.05.15.3.](#)

4. Exterior building materials.

- A. Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Standards 60.05.15.4.A and B)
- B. Where masonry is used, decorative patterns (other than running bond pattern) should be provided, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to development in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C) [ORD 4531; April 2010]

RESPONSE: [See response to Standard 60.05.15.4.](#)

5. Screening of equipment. All roof, surface, and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets by the use of parapets, walls, fences, enclosures, dense evergreen foliage, or by other suitable means. (Standards 60.05.15.5.A through C)

RESPONSE: [See response to Standard 60.05.15.5.](#)

6. Building location and orientation in Commercial and Multiple Use zones. [ORD 4584; June 2012] [ORD 4706; May 2017]

- A. Buildings should be oriented toward and located within close proximity to public streets and public street intersections. The overall impression should be that architecture is the predominant design element over parking areas and landscaping. Property size, shape and topographical conditions should also be considered, together with existing and proposed uses of the building and site, when determining the appropriate location and orientation of buildings. (Standards 60.05.15.6.A and B) [ORD 4462; January 2008] [ORD 4531; April 2010] [ORD 4706; May 2017]
- B. On Class 1 Major Pedestrian Routes, the design of buildings located at the intersection of two streets should consider the use of a corner entrance to the building. (Standards 60.05.15.6.B and D) [ORD 4531; April 2010]

- C. On Class 1 Major Pedestrian Routes, building entrances should be oriented to streets, or have reasonably direct pedestrian connections to streets and pedestrian and transit facilities. (Standards 60.05.15.6.C and D) [ORD 4365; October 2005]
- D. Primary building entrances should be oriented toward and located in close proximity to public streets and public street intersections. Property size, shape and topographical conditions should also be considered. (Standard 60.05.15.6.E) [ORD 4706; May 2017]

RESPONSE: The service department's public entrances exist at the Volkswagen and Volvo service receptions; no changes to these areas are proposed. The business does not want the general public to access the new service building from other directions for safety and security reasons. The doors on the new service building are intended for employee use only. The two primary building exits and the accessible entrance are located in proximity to the public sidewalks. See the Proposed Site Plan, sheet A-102 and the Overall Floor Plans, sheet A-120.

7. Building scale along Major Pedestrian Routes.

- A. Architecture helps define the character and quality of a street. Along Major Pedestrian Routes, low height, single story buildings located at the right-of-way edge are discouraged except where detached single family dwellings are permitted. (Standards 60.05.15.7.A and B) [ORD 4542; June 2010]
- B. Building heights at or near the street should help form a sense of enclosure, but should not create an undifferentiated high wall out of scale with pedestrians. Building heights at the street edge should be no higher than sixty (60) feet without the upper portions of the building being set back from the vertical building line of the lower building stories. (Standard 60.05.15.7.A) [ORD 4531; April 2010]

RESPONSE: See response to Standard 60.05.15.7.

8. Ground floor elevations on commercial and multiple use buildings.

- A. Excluding residential only development, ground floor building elevations should be pedestrian oriented and treated with windows, display areas or glass doorway openings to the extent possible and where appropriate to the design and use of the building. This guideline particularly applies to ground floor building elevations situated along Major Pedestrian Routes. (Standard 60.05.15.8.A) [ORD 4531; April 2010]
- B. Except those used exclusively for residential use, ground floor elevations that are located on a Major Pedestrian Route, sidewalk, or other space where pedestrians are allowed to walk should provide weather protection for pedestrians on building elevations. (Standard 60.05.15.8.B)

RESPONSE: The ground floor elevations along SW 139th Ave and SW Whitney Way are provided with storefront windows with sills at 8' above the finished floor of the building, as is shown in elevations 1 and 4, sheet A-222. Higher storefront windows are provided in response to the use of the proposed building. Along the inside of the east and north walls, tools and shop equipment will be located. Were lower storefronts to be provided, pedestrians on the sidewalk could readily view the shop interior, which is undesirable to the business due to the value of tools, equipment and vehicles inside the building. Thus, lower storefronts pose a security concern. The applicant asserts that the window placement is appropriate to the use and further, a pedestrian-friendly public sidewalk is created by upper storefronts, variations in materiality and building articulation as previously discussed. See the Proposed Site Plan, sheet A-102.

60.05.40. Circulation and Parking Design Guidelines.

Unless otherwise noted, all guidelines apply in all zoning districts.

1. Connections to public street system. The on-site pedestrian, bicycle, and motor vehicle circulation system and the abutting street system should provide for efficient access and circulation, and should connect the project to abutting streets in accordance with connections identified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan. (Standard 60.05.20.1) [ORD 4531; April 2010]

RESPONSE: See response to Standard 60.05.20.1.

2. Loading area, solid waste facilities, and similar improvements.
 - A. On-Site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street. (Standard 60.05.20.2)
 - B. Except in Industrial districts, loading areas should be designed and located so that these facilities are screened from an abutting public street, or are shown to be compatible with local business operations. (Standard 60.05.20.2)

RESPONSE: See response to Standard 60.05.20.2.

3. Pedestrian circulation.
 - A. Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A)
 - B. Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures. (Standard 60.05.20.3.A)
 - C. Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)
 - D. Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Standards 60.05.20.3.C through E)
 - E. Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standards 60.05.20.3.A through H)
 - F. Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Standards 60.05.20.3.F through G)

RESPONSE: See response to Standard 60.05.20.3.

4. Street frontages and parking areas. Landscape or other screening should be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)

RESPONSE: See response to Standard 60.05.20.4.

5. Parking area landscaping. Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Standards 60.05.20.5.A through D)
-

RESPONSE: See response to Standard 60.05.20.5.

6. Off-Street parking frontages in Multiple Use zones. [ORD 4462; January 2008] [ORD 4584; June 2012]
- A. Surface parking should occur to the side or rear of buildings and should not occur at the corner of two Major Pedestrian Routes. (Standard 60.05.20.6)
 - B. Surface parking areas should not be the predominant design element along Major Pedestrian Routes and should be located on the site to safely and conveniently serve the intended users of the development, without precluding future site intensification. (Standard 60.05.20.6)
7. Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones. [ORD 4584; June 2012]
- A. Pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.7.A)
 - B. Pedestrian connections should be provided along primary building elevations having building and tenant entrances. (Standard 60.05.20.7.B)
-

RESPONSE: See response to Standard 60.05.20.7.

8. Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial and Multiple Use zones. [ORD 4584; June 2012]
- A. On-Site vehicle circulation should be easily recognized and identified, and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles. (Standard 60.05.20.8) [ORD 4531; April 2010]
 - B. Long, continuous parking aisles should be avoided if possible, and landscaped as necessary to minimize the visual impact. (Standard 60.05.20.8)
-

RESPONSE: See response to Standard 60.05.20.8.

60.05.45. Landscape, Open Space and Natural Areas Design Guidelines.

Unless otherwise noted, all guidelines apply in all zoning districts.

3. Minimum landscaping for Conditional Uses in Residential zones and for developments in Commercial, Industrial, and Multiple Use zones.
- A. Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Standards 60.05.25.5.A, B, and D)

- B. Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete. (Standard 60.05.25.5.C)
- C. Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standards 60.05.25.5.A and B)
- D. Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development. (Standards 60.05.25.5.A and B)
- E. A diversity of tree and shrub species should be provided in required landscaped areas. (Standard 60.05.25.5)

RESPONSE: See responses to Standards 60.05.25.5.B and D.

7. Fences and walls.

- A. Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.9) [ORD 4576; January 2012]
- B. Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.9.E) [ORD 4576; January 2012]

RESPONSE: See response to Standard 60.05.25.9.

9. Integrate water quality, quantity, or both facilities. Above-ground stormwater detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.11) [ORD 4576; January 2012]

RESPONSE: See response to Standard 60.05.25.11.

10. Natural areas. Natural features that are indigenous to a development site, such as streams, wetlands, and mature trees should be preserved, enhanced and integrated when reasonably possible into the development plan. (Standard 60.05.25.12) [ORD 4531; April 2010] [ORD 4576; January 2012] [ORD 4584; June 2012]

RESPONSE: See response to Standard 60.05.25.12.

11. Landscape buffering and screening.

- A. A landscape buffer should provide landscape screening, and horizontal separation between different zoning districts and between non-residential land uses and residential land uses. The buffer should not be applicable along property lines where existing natural features such as flood plains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13) [ORD 4531; April 2010]
- B. When potential impacts of a Conditional Use are determined, or when potential conflicts of use exist between adjacent zoning districts, such as industrial uses abutting residential uses, landscape screening should be dense, and the buffer width maximized. When potential conflicts of uses are not as great, such as a commercial use abutting

an industrial use, less dense landscape screening and narrower buffer width is appropriate. (Standard 60.05.25.13) [ORD 4531; April 2010]

- C. Landscape buffering should consist of a variety of trees, shrubs and ground covers designed to screen potential conflict areas and complement the overall visual character of the development and adjacent neighborhood. (Standard 60.05.25.13)
- D. When changes to buffer widths and buffer standards are proposed, the applicant should describe the physical site constraints or unique building or site characteristics that merit width reduction. (Standard 60.05.25.13.E). [ORD 4531; April 2010] [ORD 4576; January 2012] [ORD 4576; January 2012] [ORD 4584; June 2012]

RESPONSE: See response to Standard 60.05.25.13.

60.05.50. Lighting Design Guidelines.

Unless otherwise noted, all guidelines apply in all zoning districts.

- 1. Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaires. (Standards 60.05.30.1 and 2)

RESPONSE: See the Site Lighting Plan, sheet A-103, and the enclosed Site and Roof Photometric Plans.

- 2. Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building. (Standard 60.05.30.2)

RESPONSE: Light poles are provided in open areas where light is to be dispersed. Pedestrian scale lighting is provided around the perimeter of the new service building and the modified areas of the existing service building.

- 3. Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens shields, shades or other measures to screen the view of light sources from residences and streets. (Standards 60.05.30.1 and 2)

RESPONSE: See the Site Lighting Plan, sheet A-103, and the enclosed Site and Roof Photometric Plans.

- 4. On-Site lighting should comply with the City's Technical Lighting Standards. (Standards 60.05.30.1 and 2). Where the proposal does not comply with Technical Lighting standards, the applicant should describe the unique circumstance attributed to the use or site where compliance with the standard is either infeasible or unnecessary. [ORD 4531; April 2010]

RESPONSE: See response to Standard 60.05.30.

60.05.55. Major Pedestrian Route Maps.

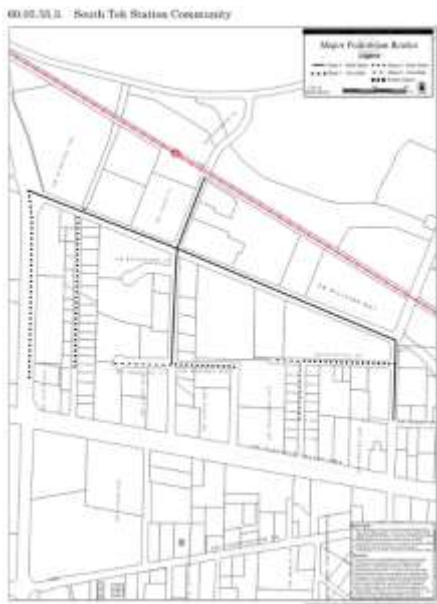


Table 60.05-1. TECHNICAL LIGHTING STANDARDS

- A. Types of Lighting. The Technical Lighting Standards shall apply to bollard luminaire, pole-mounted luminaire, and non-pole-mounted luminaire.

RESPONSE: Acknowledged.

- B. Areas to Be Applied. The roadways, access drives, parking lots, vehicle maneuvering areas, pathways and sidewalks of all new developments and building entrances shall be lighted in conformance to the technical lighting standards. These standards are not intended to apply to public street lighting.

RESPONSE: Acknowledged. The Site Lighting Plan, sheet A-103, details on-site lighting. The need for new off-site street lights is noted, however, this design and engineering will be completed during the site development permitting phase.

- C. Conformity of Lighting Plans to this Section. All lighting plans submitted to the City shall comply with the standards of this table.

RESPONSE: Acknowledged.

D. Standards. The following standards are required of all exterior lighting:

1. When a bollard luminaire, or pole-mounted luminaire, or non-pole-mounted luminaire has total cutoff of an angle greater than ninety (90) degrees, the minimum required interior illumination, the maximum permitted illumination at the property line, and the maximum permitted height of Luminaires shall be as shown on Table 60.05-1.
2. When a bollard luminaire, or pole-mounted luminaire, or non-pole-mounted luminaire has total cutoff of light at an angle less than ninety (90) degrees and is located so that the bare light bulb, lamp, or light source is completely shielded from the direct view of an observer five (5) feet above the ground at the point where the cutoff angle intersects the ground, then the minimum permitted interior illumination, the maximum permitted illumination within five (5) feet of any property line, and the maximum permitted height of Luminaires is also shown on Table 60.05-1.

RESPONSE: See the Site Lighting Plan, sheet A-103, and the enclosed Site and Roof Photometric Plans.

E. General Provisions. Notwithstanding any other provision of this Section to the contrary:

1. Design Standards for Residential, Commercial, Industrial and Multiple use Districts:
 - a. No flickering or flashing lights shall be permitted.
 - b. No bare bulb lights shall be permitted for single-family attached development and multi-family attached development.
 - c. No strobe lights shall be permitted.
 - d. Light sources or Luminaires shall not be located within areas identified for screening or buffering except on pedestrian walkways.
2. Special Design Standard for Residential Districts. No exterior neon lights shall be permitted.
3. Special Design Standard for Commercial and Multiple use Districts. Exterior neon lights shall only be permitted when incorporated into the architectural design of a building.

RESPONSE: Acknowledged. The proposed lighting conforms to these standards.

F. Exemption for Specified Public Outdoor Recreation Uses:

1. Because of their unique requirements for nighttime visibility, public ball diamonds, public playing fields, and public tennis courts only, inclusive of facilities located on school district properties, are exempted from the exterior lighting standards of Sections D.1 through D.2 above. These outdoor recreational uses must meet all other requirements for this Section and of the Code.
2. The outdoor recreational uses specified above shall not exceed a maximum permitted post height of eighty (80) feet.
3. The outdoor recreational uses specified above may exceed a total cutoff angle of ninety (90) degrees, provided that the luminaire is shielded to prevent light and glare spillover to adjacent properties. The maximum permitted illumination at the property line or, if required, the interior buffering line, shall not exceed two (2) foot-candles.

RESPONSE: This section does not apply.

Zoning District Type	Minimum Required Illumination (internal) in Foot-candles		Maximum Permitted Illumination (internal) in Foot-candles		Maximum Permitted Illumination at property line in Foot-Candles	Maximum Permitted Height of Luminaires
	>90	<90	>90	<90		

Commercial and Industrial	1.5	1.0	None	None	0.5	<p>Pole -mounted Luminaires (inclusive of above grade base and light fixture):</p> <ul style="list-style-type: none">◆ 15 feet for on-site pedestrian ways.◆ 30 feet for on-site vehicular circulation areas.◆ 15 feet for the top deck of non-covered parking structures. <p>Wall-mounted Luminaires for the lighting of pedestrian or vehicular circulation areas:</p> <ul style="list-style-type: none">◆ 15 feet above building finished grade for on-site pedestrian circulation areas◆ 30 feet above building finished grade for on-site vehicular circulations areas.
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RESPONSE: See the Site Lighting Plan, sheet A-103, and the enclosed Site and Roof Photometric Plans. At fixtures L1A, along the north end of the property, a cut off shield is to be provided, as indicated on the photometric plans. This will reduce light spillage across the property line to acceptable levels.

60.10. FLOODPLAIN REGULATIONS

60.10.05. Purpose.

Regulations governing development within floodplains are intended to recognize the need to protect the health, safety and welfare of the community, and maintain the functions and values of floodplains through control of development within the floodplain area so as to minimize public and private losses due to flooding. The preservation of natural features and topography as an aid in floodplain management is a primary purpose of these regulations. However, in the administration of these regulations the existing pattern of man-made improvements must in some areas be recognized as a constraint on achieving this purpose. The provisions of this Section are designed to: [ORD 4155; May 2001]

1. Protect human life, health, and property; [ORD 4155; May 2001]
2. Minimize expenditure of public money, costly repairs of flood damage, and costly flood control projects; [ORD 4155; May 2001]
3. Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
4. Minimize prolonged business interruptions;
5. Minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets and bridges located in areas of special flood hazard;

6. Help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future flood blight areas;
7. Make information is available upon request to potential buyers that property is in an area of special flood hazard; [ORD 4155; May 2001]
8. Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions. [ORD 3563; May 1987]
9. Maintain the functions and values of floodplains, such as allowing for the storage and conveyance of stream flows through existing and natural flood conveyance systems. [ORD 4155; May 2001]

RESPONSE: The proposed improvements to the subject site are designed to adhere to all applicable floodplain regulations. The area is extensively developed and Erickson Creek is piped through the subject site, so the preservation of natural features is not applicable to this project. The primary method used to minimize the impact of the project on the floodplain is to design and construct the project to have no net decrease of available flood storage beneath the Base Flood Elevation (BFE).

60.10.10. Floodplain Designation.

1. Consistent with Clean Water Services Design and Construction Standards, the floodplain is the flood management area and shall include those areas identified by the Federal Insurance Administration in a scientific and engineering report entitled "The Flood Insurance Study for Washington County, Oregon and Incorporated Areas," with amendments, dated October 19, 2018, with accompanying Flood Insurance Rate Maps (FIRM), is hereby adopted by reference and declared to be a part of this ordinance. The City of Beaverton shall notify the U.S. Department of Homeland Security's Federal Emergency Management Agency as soon as possible, but no later than six months after the date such information becomes available, of any changes to the base flood elevation, by submitting technical or scientific data. Such a submission is necessary so that upon confirmation of those physical changes affecting flooding conditions, risk premium rates and flood plain management requirements will be based upon current data. The Flood Insurance Study and revisions are on file with the City Engineer and the City Recorder. [ORD 3563; May 1987] [ORD 4130; December 2000]. When base flood elevation data has not been provided in accordance with this section, the City Engineer shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state, or other source in order to administer City of Beaverton Code Section 9.05.060, subsections A and D, relating to site development. For all development applications, the best available information as determined by the City Engineer shall be used in the determination of the floodplain limits. [ORD 3563; May 1987] [ORD 4337; January 2005] [ORD 4388; May 2006] [ORD 4692; November 2016] [ORD 4744; October 2018]

RESPONSE: Site improvements have been designed to have no impact on the Base Flood Elevation (BFE) shown on Section J of Erickson Creek on FEMA FIRM Map 41067C0527F, revised October 19, 2018. The location of the BFE on the site was determined by a topographic survey prepared by S&F Land Services, dated January of 2020. Per the FIRM map, the BFE for the site is 187.7 feet (NAVD88); the survey was vertical datum is NGVD29, so the BFE elevation was translated between the two datums. The translation is 3.5 feet, so BFE for the site is 184.2 feet (NGVD29). The floodplain limits as shown on the plans were determined by extracting the 184.2-foot contour from the topographical survey.

2. When interpretation is requested by a property owner, or designee concerning the exact location of the boundaries of the areas of special flood hazards (for example, where there appears to be a conflict between a mapped boundary and actual field conditions), or if a development application is received for a site where a floodplain is unclear or lacks an established elevation, the City Engineer shall require the concerned person or applicant to provide a detailed hydraulic data report prepared in accordance with standard engineering practice by a registered engineer with background in the area of hydrology and hydraulics. This report shall include, but is not limited to, water profiles and discharge rates for the channel and the hydrology for the tributary areas. The report must document the base flood elevation and specific

limits of inundation within a floodplain designated on a FIRM map in Zone A or in Zone AO or along a stream corridor beyond the FIRM studied limits. After review of the available data and the report, the base flood elevation shall be established by the City Engineer. [ORD 4744; October 2018]

All applicable floodplain regulations for preservation flood conveyance and flood storage of sites and building elevation requirements shall be determined from the base flood elevation as established by the City Engineer. A person dissatisfied with the City Engineer's decision may appeal that decision in the same manner as provided in Beaverton Code Section 9.05.091. [ORD 3563; May 1987] [ORD 4155; May 2001] [ORD 4392; July 2006]

RESPONSE: Not applicable as the floodplain is at an established elevation.

3. The degree of flood protection required by this ordinance is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Large floods can and will occur on rare occasions. Flood heights may be increased by man-made or natural causes. This ordinance does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This ordinance shall not create liability on the part of the City, any officer or employee thereof, or the Federal Insurance Administration, for any flood damages that result from reliance on this ordinance or any administrative decision lawfully made hereunder. [ORD 3563; May 1987] [ORD 4744; October 2018]

RESPONSE: The limitation of liability is understood.

4. Uncontained areas of hazardous materials, as defined by the Department of Environmental Quality, are prohibited in the floodplain. Any storage or placement of materials in the floodplain that would obstruct the flow of water or reduce the available flood holding capacity of a site is prohibited. [ORD 3441; May 1985] [ORD 4093; April 2000] [ORD 4155; May 2001]

RESPONSE: Hazardous materials will not be stored uncontained within the floodplain. Oil and other automotive maintenance/repair fluids and oils will be stored in accordance with the applicable DEQ regulations.

60.10.15. Development in Floodway.

1. Development in the floodway is prohibited, with the following exceptions, pursuant to the site development ordinance, which requires hydrological and hydraulic analyses demonstrating the proposed encroachment would not increase flood levels during the base flood discharge; [ORD 4744; October 2018]
- A. Stormwater outfall pipes and other drainage; improvements;
 - B. Bridges;
 - C. Culverts;
 - D. Public utility lines;
 - E. Trails or bikepaths;
 - F. Roads and other uses identified on the City's Transportation Plan; and
 - G. Stream habitat restoration, including vegetated corridor enhancement. [ORD 4744; October 2018]
 - H. Grading associated with A through G above. [ORD 4744; October 2018]

RESPONSE: The Erickson Creek floodway is located in the breezeway between the existing buildings and follows the existing storm drain easement. Proposed work within the floodway consists of the removal and replacement of a driveway approach to SW 139th Way to current City of Beaverton driveway standards. As shown on the Floodplain Cut-Fill Plan included with this submittal, replacement of the driveway will increase the available

flood storage (the proposed driveway finish grade is, on average, lower in elevation than the existing driveway finish grade).

60.10.20. Commercial and Industrial Uses in the Floodway Fringe.

All commercial and industrial uses, if allowed in the primary zone are allowed in the floodway fringe if the proposed development:

1. Meets the requirements of Beaverton Code Section 9.05;
-

RESPONSE: See Beaverton City Code Section 9.05 below.

2. Meets the requirements of the City Engineering Design Manual and Standard Drawings;
-

RESPONSE: See City Engineering Design Manual excerpts below.

3. Meets the requirements of the Clean Water Services District Design and Construction Standards Manual based on affirmative statements in documentation from CWS; and [ORD 4224; August 2002] [ORD 4392; July 2006]
-

RESPONSE: See Clean Water Services District Design and Construction Standards Manual excerpts below.

4. Has been reviewed and approved by the appropriate City approval authority as meeting the requirements and standards of this ordinance. [ORD 3441; May 1985] [ORD 4093; April 2000] [ORD 4155; May 2001]
-

RESPONSE: This proposal is submitted to the City for review and approval.

60.12. HABITAT FRIENDLY DEVELOPMENT PRACTICES

60.12.05. Purpose.

Allow and encourage Habitat Friendly Development Practices (HFDPs) that integrate preservation, enhancement and creation of Habitat Benefit Areas (HBAs) and use of Low Impact Development (LID) techniques in order to support natural systems that provide wildlife with food, shelter, and clean water.

All of the provisions of Section 60.12. are voluntary and are not required of new development or redevelopment. The provisions are applicable only when a property owner elects to utilize the provisions contained in this section.

The provisions of this section are intended to:

1. Promote preservation, enhancement and restoration of Habitat Benefit Areas (HBAs).
2. Reduce impacts from development on fish and wildlife habitat relative to traditional development practices.
3. Design a site in such a way that Habitat Friendly Development Practices (HFDPs) are integrated in the overall plan.
4. Use Best Management Practices (BMPs) to guide decisions regarding site design, development and construction.
5. Reduce Effective Impervious Area (EIA) in the City to the extent practicable and achieve zero (0) percent EIA on as many individual sites as practicable.

6. Avoid damaging existing wildlife habitat through preservation of HBA, minimize impacts to existing wildlife habitat by limiting the amount of habitat disturbance to only those areas required for development of a site, and mitigate impacts to existing wildlife habitat when avoidance and minimization options are limited. Use LID techniques to mitigate impacts in order to improve remaining on-site habitat and/or down-stream habitat.
7. Encourage HFDPs by adopting options that allow for flexibility in site design for new development and redevelopment.
8. Implement provisions of the Beaverton Comprehensive Plan that encourage preservation of HBA and use of LID techniques.

60.12.10. Process.

Implementation of a HFDP shall not result in a requirement for a separate Development Code, Chapter 40, application. The level of review for a Chapter 40 application shall not be elevated or lessened based on proposed implementation of a HFDP.

60.12.15. Engineered Techniques.

In some instances, proposed implementation of a HFDP will require an Engineering Design Manual Design Modification approved by the City Engineer. The Design Modification process is outlined in Section 145 of the Engineering Design Manual and Standard Drawings (EDM). An applicant may choose to receive approval from the City Engineer prior to, or concurrent with, review of a land use application.

In order for the decision making body to approve a requested credit for proposed implementation of a technique that requires a review of the technique's technical feasibility, engineered drawings and calculations need to be completed and submitted with the land use application for development review.

60.12.20. Guidance.

The City of Beaverton Habitat Friendly Development Practices Guidance Manual provides an expanded description of principles and techniques that may be integrated into site design to meet the goals and objectives within Section 60.12.05.

60.12.25. Credits.

As used in this Code section, the term credits refers to development credits an applicant may earn through HBA preservation or use of LID techniques which are described in Sections 60.12.35. through 60.12.40., below. The mix of credits requested is left to the applicant's discretion for a single project site, as credits are not transferable between separate project sites.

60.12.30. Standards.

The following standards shall be satisfied by new development and redevelopment, throughout the City when a request for use of a credit(s) allowed through Section 60.12.35. or Section 60.12.40. is proposed.

1. The proposal satisfies all applicable standards for the preservation, technique, or credit requested.
2. The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are subject to a credit for implementation of a proposed HFDP.
3. The proposal is consistent with all applicable provisions of Section 60.12. (Habitat Friendly Development Practices) and all improvements, dedications, or both required by the applicable provisions of Section 60.12. (Habitat Friendly Development Practices) are satisfied or can be provided in proportion to the identified impact(s) of the proposal.
4. Implementation of the proposed Habitat Friendly Development Practice(s) is technically feasible in accordance with Section 60.12.15. (Engineered Techniques).
5. The size of the improvement proposed to implement the Habitat Friendly Development Practice(s) is greater than or equal to the amount required to receive the requested credit(s).
6. The proposed credit is a credit that is allowed for the proposed Habitat Friendly Development Practice(s).

7. Use of credits is limited to the amount of preservation or technique proposed. One (1) unit of preservation or technique results in one credit. Awarding a credit or a combination of credits shall not result in receipt of multiple credits for one (1) unit of preservation or technique.
8. Where a credit(s) toward the landscape standard, parking lot landscape island standard, or open space standard is requested, the proposed project requesting credits toward the landscape standard, parking lot landscape island standard, or open space standard does not cumulatively receive credits greater than 50 percent of the landscape or open space standard for the project site, with the exception of credit for installation of a Rain Garden.
9. Where a credit(s) toward the landscape standard, parking lot landscape island standard, or open space standard is requested for installation of a Rain Garden, the proposed project requesting credits toward the landscape standard, parking lot landscape island standard, or open space standard does not cumulatively receive credits greater than 75 percent of the landscape or open space standard for the project site.
10. Where a credit(s) to increase the building height above the maximum for the underlying zoning district is requested, the proposed project does not cumulatively receive credits greater than 12 feet additional building height, with the exception of Section 60.12.40.4.B.1. Building Height Increase, Multiple Use Zoning Districts (Eco-Roof).
11. Where a credit(s) to increase the building height above the maximum is requested for a project within a Multiple Use zoning district, the proposed project does not cumulatively receive credits greater than 12 feet, 24 feet, or 36 feet additional building height, respective of Sections 60.12.40.4.B.1.a., 60.12.40.4.B.1.b., and 60.12.40.4.B.1.c.

60.12.40. Low Impact Development (LID) Techniques.

Use of LID techniques is allowed throughout the City unless otherwise stated.

4. Eco-Roof.

- A. Purpose. Install an Eco-Roof equal to at least 10 percent of the building footprint for projects located in a Multiple-Family Residential, Commercial, Industrial, or Multiple Use zoning district. [ORD 4584; June 2012]

RESPONSE: A Eco-Roof is proposed atop the breezeway canopy, however, its area (approximately 1,450 sf) is less than 10 percent of the building footprint. A LID landscape credit is not requested.

6. Rooftop Garden.

- A. Purpose. Integration of a Rooftop Garden in the design of a building(s) located in a Multiple-Family Residential, Commercial, Industrial, or Multiple Use zoning district. [ORD 4584; June 2012]
- B. Credits. Use of the following credits is limited to the amount Rooftop Garden proposed. One (1) square foot of Rooftop Garden results in one credit. Awarding a credit or a combination of credits shall not result in receipt of multiple credits for one (1) square foot of Rooftop Garden.
- C. Standard. A Rooftop Garden shall be equivalent to at least 25 percent of the building footprint and at least 30 percent of the garden area shall contain live plants. In addition, a proposal for a Rooftop Garden shall satisfy the applicable standards of Section 60.12.30.

RESPONSE: A Rooftop Garden is proposed atop the breezeway canopy, however, its area (approximately 1,450 sf growing area and approximately 800 sf patio) is less than 25 percent of the building footprint. A LID landscape credit is not requested.

60.25. OFF-STREET LOADING REQUIREMENTS.

[ORD 4224; August 2002]

60.25.05. Applicability.

No building or structure subject to the off-street loading requirements of this section shall be erected, nor shall any such existing building or structure be altered so as to increase its gross floor area to an amount exceeding 25% more than its existing gross floor area, without prior provisions for off-street loading space in conformance with the requirements of this section.

RESPONSE: The proposed development includes more than 25% additional gross floor area to the site. One off-street loading space exists; its use is proposed to continue. One additional loading space is proposed. An application for Loading Determination has been provided.

60.25.10. Loading Berth Design.

Required off-street loading space shall be provided in berths which conform to the following minimum specifications:

1. Type A berths shall be at least 60 feet long by 12 feet wide by 15 feet high, inside dimensions with a 60 foot maneuvering apron.
2. Type B berths shall be at least 30 feet long by 12 feet wide by 14 feet 6 inches high, inside dimensions with 30 feet maneuvering apron.

60.25.15. Number of Required Loading Spaces.

The following numbers and types of berths shall be provided for the specified uses. The uses specified below shall include all structures designed, intended or arranged for such use. In the case of a use not specifically mentioned, the requirements for off-street loading facilities shall be the same as a use which is most similar.

		AGGREGATE FLOOR AREA (SQ. FT.)	BERTHS REQUIRED	TYPE
1.	Freight terminals, Industrial plants, Manufacturing or wholesale establishments, Warehouses.	12,000 - 36,000	1	A
		36,001 - 60,000	2	A
		60,001 - 100,000	3	A
		each additional 50,000 or fraction thereof	1 additional	A
2.	Auditoria, Motel, Convention Halls, or Sports Arenas. [ORD 3293; November 1982]	25,000 - 150,000	1	B
		150,001 - 400,000	2	B
		each additional 250,000 or fraction thereof	1 additional	B
3.	Hospitals, Residential Care Facilities. [ORD 4036; April 1999]	10,000 - 100,000	1	B
		over 100,000	2	B
4.	Department stores, retail establishments, funeral homes, restaurants, and commercial establishments not otherwise specified.	7,000 - 24,000	1	B
		24,001 - 50,000	2	B
		50,001 - 100,000	3	B
		each additional 50,000 or fraction thereof	1 additional	B
5.	Hotels, Extended Stay Hotels or Office Buildings. [ORD 3958; June 1996] [ORD 4584; June 2012]	25,000 - 40,000	1	B
		40,001 - 100,000	2	B
		each additional 100,000 or fraction thereof	1 additional	B
6.	Schools	over 14,000	1	B

RESPONSE: One on-site loading area exists – at the north side of the Parts Department and coinciding with the night drop area. The size of this loading space is consistent with the Type B requirement. One new Type B loading space is also proposed at the interior of the site, adjacent to a service staging area. A Loading Determination is included with the proposed development, given that 3 Type B loading spaces are required for the development and 2 such spaces are proposed. Two loading Type B loading spaces will operationally meet the needs of this facility. See the Site Parking Plan, sheet A-104.

60.25.20. Loading Facilities Location.

1. The off-street loading facilities required for the uses mentioned in this Code shall be in all cases on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements.
 2. No space for loading or unloading vehicles shall be so located that a vehicle using such loading space projects into any public street. Loading space shall be provided with access to any alley, or if no alley adjoins the lot, with access to a street. Any required front, side or rear yard may be used for loading unless otherwise prohibited by this Code.
-

RESPONSE: All existing and proposed loading spaces are located such that no delivery vehicle would project into a public street. The existing and proposed loading spaces are outside of the front, side and rear yards.

60.25.25. Loading Determination. Off-Street loading requirements may be modified pursuant to Section 40.50. (Loading Determination)

RESPONSE: An application for a Loading Determination is included with the proposed development.

60.30. OFF-STREET PARKING.

60.30.05. Off-Street Parking Requirements.

Parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building or use which is erected, enlarged, altered, or maintained in accordance with the requirements of Sections 60.30.05. to 60.30.20.

1. Availability. Required parking spaces shall be available for parking operable passenger automobiles and bicycles of residents, customers, patrons and employees and shall not be used for storage of vehicles or materials or for parking of trucks used in conducting the business or use.
2. Vehicle Parking. Vehicle parking shall be required for all development proposed for approval after November 6, 1996 unless otherwise exempted by this ordinance. The number of required vehicle parking spaces shall be provided according to Section 60.30.10.5.
3. Bicycle Parking. [ORD 3965; November 1996] Bicycle parking shall be required for all multi-family residential developments of four units or more, all retail, office and institution developments, and at all transit stations and park and ride lots which are proposed for approval after November 6, 1996. The number of required bicycle parking spaces shall be provided according to Section 60.30.10.5. All bike parking facilities shall meet the specifications, design and locational criteria as delineated in this section and the Engineering Design Manual. [ORD 4397; August 2006] [ORD 4107; May 2000]

60.30.10. Number of Required Parking Spaces.

Except as otherwise provided under Section 60.30.10.11., off-street vehicle, bicycle, or both parking spaces shall be provided as follows:

1. Parking Calculation. Parking ratios are based on spaces per 1,000 square feet of gross floor area, unless otherwise noted.

RESPONSE: Understood; See Site Parking Plan, sheet A-104, for a tabulation of the typical Retail/Sales, Offices and Service parking ratios, as applied to the existing and proposed building areas, based on 1,000 sf of gross floor area. An application for Parking Determination is included to request a modified parking ratio for the Automotive Service use. A Parking Study is additionally provided to substantiate the Parking Determination application.

2. Parking Categories.

- A. Vehicle Categories. Contained in the table at Section 60.30.10.5. are vehicle parking ratios for minimum required parking spaces and maximum permitted number of vehicle parking spaces to be provided for each land use, except for those uses which are located in the Regional Center which are governed by Section 60.30.10.6. These requirements reflect the parking requirements of Title 4 of Metro's Regional Transportation Functional Plan. [ORD 4471; February 2008] [ORD 4584; June 2012] [ORD 4686; July 2016]

1. Minimum number of required parking spaces. For each listed land use, the City shall not require more than the minimum number of parking spaces calculated for each use.

RESPONSE: The tabulation on sheet A-104 reflects the minimum parking space requirement. An application for Parking Determination is included to request a modified parking ratio for the Automotive Service use.

2. Parking Zone A. Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within one-quarter mile walking distance of bus transit stops that have 20 minute peak hour transit service or one-half mile walking distance of light rail station platforms that have 20 minute peak hour transit service.

RESPONSE: The project site is located in Parking Zone A. TriMet bus line 57 operates along the site's SW TV Highway frontage, which features an existing bus stop. This bus route has 20 minute peak hour transit service. The bus stop location is noted on sheets A-102 and A-104.

3. Parking Zone B. Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located within one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both, or that have a greater than 20 minute peak hour transit service. Parking Zone B areas also include those parcels that are located at a distance greater than one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both.

RESPONSE: The site is not located in Parking Zone B.

4. Dual parking zones. If a parcel is partially located within Parking Zone A, then the use(s) located on the entire parcel shall observe the Parking Zone A parking ratios. Specifically exempted from this requirement are parcels located within the Regional Center—East zoning district. In the cases in the Regional Center—East zoning district where parcels are bisected by the boundary of Parking Zones A and B, the applicable maximum parking ratios may be averaged, and that average may be applied over the whole parcel. [ORD 4107; May 2000]

RESPONSE: The site is not located in a dual parking zone.

5. Regional Center Parking Districts 1, 2, 3, 4, and 5. Located within the boundary of the Regional Center are five (5) parking districts. Within these five districts, the parking requirements of Section 60.30.10.5.A. do not apply. The required number of parking spaces for Regional Center Parking Zones 1, 2, 3, 4, and 5 shall be governed by Section 60.30.10.6. [ORD 4471; February 2008] [ORD 4584; June 2012] [ORD 4686; July 2016]

RESPONSE: The site is not located in a Regional Center Parking District.

- B. Bicycle Categories. The required minimum number of short-term and long-term bicycle parking spaces for each land use is listed in Section 60.30.10.5.

1. Short-Term parking. Short-term bicycle parking spaces accommodate persons that can be expected to depart within two hours. Short-term bicycle parking is encouraged to be located on site within 50 feet of a primary entrance, or if there are site, setback, building design, or other constraints, bicycle parking shall be located no more than 100 feet from a primary entrance in the closest available area to the primary entrance as determined by the decision-making authority.
2. Long-Term parking. Long-term bicycle parking spaces accommodate persons that can be expected to leave their bicycle parked longer than two hours. Cover or shelter for long-term bicycle parking shall be provided. School buildings are exempted from the requirement to cover long-term bicycle parking.
3. Bicycle parking shall be designed, covered, located, and lighted to the standards of the Engineering Design Manual and Standard Drawings. [ORD 4302, June 2004]
4. Bicycle parking in the Old Town Parking Zones 1 and 2 shall be governed by the bicycle parking requirements listed in Section 60.30.10.5. [ORD 4471; February 2008]

RESPONSE:

See the Site Parking Plan, sheet A-104, for the location of existing and proposed bicycle parking and a tabulation of quantities required. Existing bicycle parking was approved in DR2012-0077; no modification to the existing bicycle parking is proposed. The new short and long-term bicycle parking is to serve automotive service employees only, given that the automotive service use of the site is the only use impacted by the proposed project.

1. New short-term bicycle parking is proposed at the north end of the new service building, within 50 feet to an employee entrance, and connected to the public sidewalk with new accessible concrete walkways.
2. New long-term bicycle parking is proposed inside the new service shop on wall mounted racks, near the south end of the building.
3. Bike parking spaces are provided with clearances per EDM standards.
4. The subject property is not located in Old Town Parking Zones 1 or 2; this section does not apply.

-
3. Ratios. In calculating the required number of vehicle and bicycle parking spaces, fractions equal to or more than 0.5 shall be rounded up to the nearest whole number. In calculating the required number of vehicle and bicycle parking spaces, fractions less than 0.5 shall be rounded down to the nearest whole number. [ORD 3965; November 1996]

RESPONSE: This rounding methodology has been applied to the tabulation on sheet A-104.

4. Uses Not Listed. For uses not specifically mentioned in this section, the requirements for off-street parking facilities for vehicles and bicycles shall be determined with a Parking Requirement Determination (Section 40.55.1.). [ORD 4224; August 2002]

RESPONSE:

Automotive service is not listed as a use category for vehicle parking. An application for Parking Determination is included to allow a quantity of vehicle parking on site that is reasonable to the use and business operations. A Parking Study is additionally provided to substantiate that the quantity of parking proposed for this project exceeds the statistically observable demand at three automotive dealerships in the area.

Automotive service minor is a use specifically listed for bicycle parking. This requirement is reflected in the tabulation and proposed bike parking shown on the Site Parking Plan, sheet A-104.

5. Parking Tables. The following tables list the required minimum and maximum vehicle and bicycle parking requirements for listed land use types. [ORD 4584; June 2012]

Land Use Category	Required Parking Spaces		Maximum Permitted Parking Spaces	
	Multiple Use Zones	All Other Zones	Zone A	Zone B
Commercial Uses				
Retail, including shopping centers	3.0	3.3	5.1	6.2
Offices, Administrative Facilities	2.7	2.7	3.4	4.1
Bank, Financial Institutions	3.0	3.3	5.4	6.5
Service Businesses	3.0	3.0	5.1	6.2

Land Use Category	Minimum Required Bicycle Parking Spaces	
	Short Term	Long Term
Commercial Uses		
Retail, including shopping centers	2 spaces or 1 space per 12,000 sq. ft. of floor area	2 spaces or 1 space per 12,000 sq. ft. of floor area
Offices, Administrative Facilities	2 spaces or 1 space per 8,000 sq. ft. of floor area	2 spaces or 1 space per 8,000 sq. ft. of floor area
Automotive Service, Minor	2 spaces or 1 space per 5,000 sq. ft. of floor area	2 spaces or 1 space per 5,000 sq. ft. of floor area

7. Exceeding Parking Ratios. More parking spaces for motor vehicle and bicycle parking may be required as a condition of a Conditional Use. Variation from the specified minimum or maximum number of required motor vehicle and bicycle parking spaces may be approved by the City subject to Section 40.10.15.2. (Major Adjustment) of this Code. However, if surplus parking is located in a parking structure, the parking ratios may be exceeded without requiring an approval of a Major Adjustment for parking.

Any surplus parking may be designed to any of the City standards for off-street parking lot design. The Facilities Review Committee may recommend approval of parallel parking spaces or other non-standard designs for surplus parking in any zone. [ORD 4224; August 2002] [ORD 4498; January 2009] [ORD 4659; June 2015]

RESPONSE: No surplus parking is proposed; this section does not apply.

8. Residential Parking Dimensions. For all residential uses, any required parking space shall not be less than 8 1/2 feet wide and 18 1/2 feet long. (See also Section 60.30.15. (Off-Street Parking Lot Design) for other standards.) [ORD 4312; July 2004]
-

RESPONSE: This section does not apply.

9. Parking Space Calculation.

- A. Multiple Uses. In the case of multiple uses, the total requirements for off-street vehicle and bicycle parking facilities shall be the sum of the requirements for the various uses computed separately.
 - B. Spaces which only meet the requirements of one establishment may serve more than one establishment on the same parking lot, provided that sufficient evidence is presented which shows that the times of peak parking demand for the various establishments do not coincide, and that adequate parking will be available at all times when the various establishments are in operation.
-

RESPONSE: The sum of the parking requirements for multiple uses on site is tabulated on sheet A-104. The new employee parking area is to be shared by employees of the Volvo and Volkswagen dealerships and their shared service department.

10. Location of Vehicle Parking.

- A. All required off-street parking spaces shall be provided on the same property upon which the use requiring the parking is located. By approving a Parking Determination application for Shared Parking, the Decision Making Authority may permit the required off-street parking spaces to be located on any property within 500 feet of the property upon which the use requiring the parking is located for uses within Residential, Commercial, and Industrial zoning districts, or on any lot within any distance for uses within Multiple Use zoning districts. [ORD 4107; May 2000] [ORD 4224; August 2002] [ORD 4462; January 2008] [ORD 4706; May 2017]
-

RESPONSE: All existing and proposed parking is located on the subject property.

- B. Except for single-family and duplex dwellings, groups of more than two parking spaces shall be so located and served by an access that their use will require no backing movements or other maneuvering within a street or right-of-way other than an alley.
-

RESPONSE: None of the existing or proposed parking requires backing up into the right-of way.

- C. In R10, R7, R5 and R4 zones parking and loading spaces may be located in side and rear yards and may be located in the front yard of each dwelling unit only if located in the driveway area leading to its garage. [ORD 4584; June 2012]
-

RESPONSE: The subject property is not located in the R10, R7, R5 or R4; this section does not apply.

- D. Parking in the front yard is allowed for each dwelling unit in the driveway area leading to its garage. Also, one additional space shall be allowed in that area in front of the required side yard and closest to the driveway subject to the following conditions:
1. The owner of the lot upon which the space is sought shall enter into a written agreement allowing the space with the owner of the property on that side closest to the proposed additional space. This agreement shall be binding on the successors in interest to the property of both parties and shall be recorded with the Washington County Department of Records and Elections.
 2. Notwithstanding the agreement of the property owners, the additional space shall not be allowed if it creates a traffic sight obstruction.
 3. The additional space shall be hard surfaced.
-

RESPONSE: This section does not apply.

11. Reductions and Exceptions. [ORD 3358; March 1984] Reductions and exceptions to the required vehicle and bicycle parking standards as listed in Sections 60.30.10.5. and 60.30.10.6. may be granted in the following specific cases: [ORD 4471; February 2008] [ORD 4584; June 2012]
- A. Vehicle Parking Reduction for Transit Amenities. [ORD 3965; November 1996] Any existing use or proposed use on an existing transit route may apply for and the City may reduce the number of required vehicle parking spaces by either five percent or ten percent through provision of a pedestrian plaza. The property owner shall initiate the request for parking space reduction through the City application process.
1. A five percent (5%) credit may be approved if: [ORD 4584; June 2012]
 - a. The pedestrian plaza is adjacent to a transit route with transit service currently available, and is within 1/4 mile of a major transit stop on that route. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop,
 - b. The pedestrian plaza is open to the public,
 - c. The pedestrian plaza is at least 200 square feet exclusive of connecting walkways,
 - d. A bench, landscaping and trash receptacle is provided as part of the pedestrian plaza. (Landscaping shall not exceed 50 percent of the total area.), and
 - e. The property owner provides a parking analysis demonstrating to the City's satisfaction that the vehicle parking demand for the existing or proposed use will be met with the reduction in place.
-

RESPONSE: All criteria for a parking reduction for transit amenities apply to this site, however, no reduction is requested via this code section. Alternatively, an application for Parking Determination is provided to request a modified quantity of parking be deemed acceptable for this site and use.

2. A ten percent (10%) credit may be approved if: [ORD 4584; June 2012]

- a. The pedestrian plaza is adjacent to a transit route with transit service currently available, and is within 1/4 mile of a major transit stop on that route. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop,
 - b. The pedestrian plaza is open to the public,
 - c. The pedestrian plaza is at least 300 square feet exclusive of connecting walkways,
 - d. A transit shelter (if required by Tri-Met and the City), landscaping and trash receptacle is provided as part of the pedestrian plaza. (Landscaping shall not exceed 50 percent of the total area.), and
 - e. The property owner provides a parking analysis demonstrating to the City's satisfaction that the vehicle parking demand for the existing or proposed use will be met with the reduction in place.
 3. Provision of pedestrian plazas shall be coordinated with Tri-Met through the City's application process and shall be constructed to Tri-Met and City standards.
- B. Reduction for Transportation Management Association Participation. [ORD 4107; May 2000] The minimum number of off-street parking spaces may be reduced by as much as ten percent (10%), if the applicant agrees to participate in a Transportation Management Association program approved by the City for the area within which the project is located. [ORD 4584; June 2012]
- C. Reduction for Combination of Uses with Shared Parking. [ORD 4107; May 2000] The minimum number of off-street parking spaces may be reduced by as much as thirty percent (30%) subject to all of the following: [ORD 4584; June 2012]
1. The combination of uses will permit shared parking sufficient to justify a reduction in the parking standard and the design of the site and parking, and conditions of operation of parking agreed to by the applicant, will promote parking patterns and parking use consistent with the permitted reduction;
 2. The probable long-term occupancy of the building or use, based upon its design, will not generate additional parking demand; and
 3. The applicant agrees to participate in a Transportation Management Association approved by the City for the subarea within which the project is located.

RESPONSE: The Volvo and Volkswagen dealerships and joint service department share parking, vehicle inventory and service staging areas on site. The parking tabulation on sheet A-104 reflects combined calculations and totals for the required and proposed parking for these buildings. An application for Shared Parking has not been provided.

- D. Reduction for Special Needs Residential. The Director may, upon request, allow a reduction in the number of required off-street vehicle and bicycle parking spaces in housing developments for elderly or handicapped persons if such reduction is deemed appropriate after analysis of the size and location of the development, resident auto ownership, number of employees, possible future conversion to other residential uses and other similar relevant factors. [ORD 3108; April 1979] [ORD 4584; June 2012] [ORD 4584; June 2012]

RESPONSE: This section does not apply.

- E. Reduction for Substitution of Bicycle Parking. For uses located within a 1/4 mile radius of a transit stop, as measured from any portion of a parcel to the centerline of the nearest adjacent public right of way or the center of the station platform, the provision of bicycle parking may be used to reduce minimum vehicle parking requirements at a rate of two long-term bicycle parking spaces per vehicle space, but not more than five percent (5%) of the total number of required vehicle parking spaces. The property owner shall provide a parking analysis demonstrating that the vehicle parking demand will be met with the reduced number of vehicle spaces. Bicycle parking used to reduce vehicle

parking spaces shall be covered long-term bicycle parking consistent with the Engineering Design Manual and Standard Drawings. [ORD 4365; October 2005] [ORD 4584; June 2012]

RESPONSE: A reduction for substitution of bicycle parking is not requested.

- F. Exemption for Temporary Uses. Temporary uses authorized by this Code are exempt from bicycle parking requirements. [ORD 4584; June 2012]

12. Compact Cars. Compact car parking spaces may be allowed as follows:

- A. For residential uses, required vehicle parking spaces shall be provided at standard size pursuant to Section 60.30.10.8. Parking in excess of the required parking may be provided as compact parking subject to Section 60.30.10.7. [ORD 4471; February 2008]
 - B. For uses other than residential uses, twenty percent (20%) of the required vehicle parking spaces for long term or designated employee parking lots may be compact spaces. The Facilities Review Committee may recommend allowing more than twenty percent (20%) of the required parking spaces to be used for compact car parking when the applicant shows that more compact car spaces are appropriate. [ORD 4224; August 2002]
 - C. The Facilities Review Committee may recommend allowing the required parking spaces for short term parking to include spaces for compact cars if the applicant shows that there will be adequate parking for non-compact cars and a method of enforcing the compact car parking is available. [ORD 4224; August 2002]
 - D. Compact car parking spaces shall be generally grouped together and designated as such. [ORD 3228; December 1981]
-

RESPONSE: The quantity of proposed compact parking is shown in the parking tabulation on sheet A-104. Proposed compact spaces are grouped together as shown in drawing 1/A-104; less than 20% compact spaces are proposed.

13. Carpool and Vanpool Parking Requirements. [ORD 3965; November 1996]

- A. In industrial, institution, and office developments, including government offices, with 50 or more employee parking spaces, at least three percent of the employee parking spaces shall be designated for carpool and/or vanpool parking. For the purposes of this section, carpool is defined as two or more persons per car, and vanpool is defined as five or more persons per van. The carpool/vanpool spaces shall be clearly marked and signed for reserved carpool and/or vanpool parking. The reserved carpool/vanpool parking time may be specified so that the reserved spaces may be used for general parking if the reserved spaces are not occupied after a specific time period, which shall be clearly posted on the sign.
 - B. Location. Designated carpool/vanpool spaces shall be the closest employee motor vehicle parking spaces to the building entrance normally used by employees, except for the motor vehicle parking spaces designated for persons with disabilities, which shall be the closest to the building entrance. [ORD 4107; May 2000] [ORD 4302, June 2004]
-

RESPONSE: The proposed project is not an industrial, institutional or office development; this requirement does not apply.

60.30.15. Off-Street Parking Lot Design.

All off-street parking lots shall be designed in accordance with City Standards for stalls and aisles as set forth in the following drawings and tables:

A = Parking Angle
B = Stall Width
C = Stall Depth (no bumper overhang)
D = Aisle Width
E = Stall Width (parallel to aisle)
F = Module Width (no bumper overhang)
G = Bumper Overhang
H = Backing Area
I = Module Intermesh

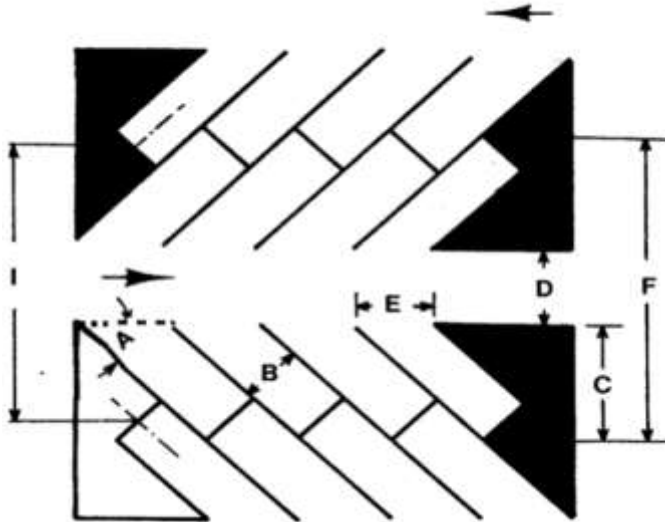
NOTE:

- 1) For one (1) row of stalls use "C" plus "D" as minimum bay width.
- 2) Public alley width may be included as part of dimension "D", but all parking stalls must be on private property, off the public right-of-way.
- 3) For estimating available parking area, use 350 sq. ft. per vehicle for stall, aisle and access areas.
- 4) The stall width for self-parking of long duration is 8.5 feet; for higher turnover self-parking is 9.0 feet; and for supermarkets and similar facilities (shoppers and packages) is 9.5-10 feet.
- 5) The minimum aisle width for two-way traffic and for emergency vehicle operations area is 24 feet. The minimum aisle width for emergency vehicle access (one way traffic) is 20 feet.
- 6) Where appropriate, bumper overhang area is provided (extruded curbs), "G" can be subtracted from "C" to determine stall depth. Dimensions of required recreational vehicle spaces are 10 feet by 25 feet.
- 7) Parking lots in conjunction with government and public buildings, as defined by Chapter 11 of the International Building Code, are to include parking for the handicapped as required in that chapter. These special spaces may be included within the total spaces required. [ORD 3494; March 1986] [ORD 4365; October 2005]

[ORD 4697; December 2012]

A	B	C	D	E	F	G	H	I
45 degrees	8.5	18.7	12.0	12.0	49.4	2.0	5.0	43.4
60 degrees	8.5	19.8	14.5	9.8	54.1	2.5	5.0	49.9
75 degrees	8.5	19.6	23.0	8.8	62.2	2.5	5.0	60.0
90 degrees	8.5	18.5	24.0	8.5	61.0	3.0	5.0	61.0
90 degrees*	7.5	15.0	24.0	7.5	58.0	2.0	5.0	58.0

*"Compact" Car (Section 60.30.10.12.)



RESPONSE: New parking complying with this standard is proposed on the north and northwest edge of the site, near the new service building. See the Site Parking Plan, sheet A-104.

60.40. SIGN REGULATIONS.

60.40.05. Purpose.

The general purpose of this Chapter is to implement the Beaverton Comprehensive Plan, to protect the health, safety, property, and welfare of the public, and to ensure compliance with State and Federal constitutional protections to freedom of speech. To achieve these purposes, the text of this Chapter is to establish a regulatory framework for signs which will:

1. Provide a neat, clean, orderly, and attractive appearance to the community.
2. Provide for safe construction, location, erection, and maintenance of signs.
3. Prevent proliferation of signs and sign clutter and minimize adverse visual safety factors to travelers on public rights-of-way.
4. Provide for readily identifiable locations and addresses to persons travelling on public right-of-way.
5. Provide clear standards for regulating signs based on location, size, type, time, place, manner, aesthetics and number.

RESPONSE: No change to the existing pylon brand signs are proposed; no new pylon brand signs are proposed. Small signs in the new parking area are proposed, as shown on sheet A-102. One sign is proposed to mark the employee parking area at the north side of the site. An additional sign is proposed to mark the breezeway canopy for

60.55. TRANSPORTATION FACILITIES.

60.55.05. Purpose and Intent.

It is the purpose and intent of this chapter to establish design standards and performance requirements for all streets and other transportation facilities constructed or reconstructed within the City of Beaverton.

60.55.10. General Provisions.

[ORD 4302; June 2004]

1. All transportation facilities shall be designed and improved in accordance with the standards of this code and the Engineering Design Manual and Standard Drawings. In addition, when development abuts or impacts a transportation facility under the jurisdiction of one or more other governmental agencies, the City shall condition the development to obtain permits required by the other agencies.
2. In order to protect the public from potentially adverse impacts of the proposal, to fulfill an identified need for public services related to the development, or both, development shall provide traffic capacity, traffic safety, and transportation improvements in rough proportion to the identified impacts of the development. [ORD 4103; May 2000]
3. For applications that meet the threshold criteria of section 60.55.15. (Traffic Management Plan) or of section 60.55.20. (Traffic Impact Analysis), these analyses or limited elements thereof may be required.
4. The decision-making authority may impose development conditions of approval per Section 10.65.1. of this code. Conditions of approval may be based on the Traffic Management Plan and Traffic Impact Analysis. Additional street, bicycle, and pedestrian connections may also be required per 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements).
5. Dedication of right-of-way shall be determined by the decision-making authority.
6. Traffic calming may be approved or required by the decision-making authority in a design of the proposed and/or existing streets within the Area of Influence or any additional locations identified by the City Engineer. Traffic calming measures shall be designed to City standards.
7. Intersection performance shall be determined using the Highway Capacity Manual 2000 published by the Transportation Research Board. The City Engineer may approve a different intersection analysis method prior to use when the different method can be justified. Terms used in this subsection are defined in the Highway Capacity Manual 2000.

At a minimum, the impacts of development on a signalized intersection shall be mitigated to peak hour average control delay no greater than 65 seconds per vehicle using a signal cycle length not to exceed 120 seconds. The volume-to-capacity ratio for each lane group for each movement shall be identified and considered in the determination of intersection performance. The peak hour volume-to-capacity (V/C) ratio for each lane group shall be no greater than 0.98. Signal progression shall also be considered. If the intersection is under County or ODOT jurisdiction, the V/C ratio for each lane group shall not exceed the V/C ratio imposed by that jurisdiction. [ORD 4706; May 2017]

At a minimum, the impacts of development on a two-way or an all-way stop-controlled intersection shall be mitigated to a peak hour average control delay of no greater than 45 seconds per vehicle.

If the existing control delay or volume-to-capacity ratio of an intersection is greater than the standards of this subsection, the impacts of development shall be mitigated to maintain or reduce the respective control delay or volume-to-capacity ratio.

RESPONSE: Along the subject property's frontage to SW Whitney Way, a 1' right-of-way dedication is proposed. This dedication will provide the 26' half cross-section distance required by EDM 200-4 for a Local Street with average

daily trips under 500 vehicles and parking on both sides of the street. The development on SW 139th Way meets the requirements of this cross-section and no right-of-way dedication is required. The proposed development along SW Tualatin Valley Highway meets the current EDM 200-1 and 2015 standards for an Arterial with standard sidewalk. To address a possible future condition, a Sidewalk Design Modification is provided for this frontage. See the Proposed Site Plan, sheet A-102.

60.55.15. Traffic Management Plan.

[ORD 4302; June 2004] Where development will add 20 or more trips in any hour on a residential street, a Traffic Management Plan acceptable to the City Engineer shall be submitted in order to complete the application. A residential street is any portion of a street classified as a Local Street or Neighborhood Route and having abutting property zoned R2, R4, R5, R7, or R10. [ORD 4584; June 2012]

1. For each development application that requires a Traffic Management Plan, the Plan shall identify:
 - A. The hours when the added trips from the development will be 20 or more vehicles per hour.
 - B. The existing volume of trips on the residential street during each of those same hours.
 - C. The volume of trips that the development will add on the residential street during each of those same hours.
 - D. Recommended traffic management strategies designed to City standards to mitigate the impacts of the increased trips attributed to the development. Potential traffic management strategies include, but are not limited to, any combination of speed humps, curb extensions, intersection treatments, and traffic control devices.
-

RESPONSE: The trips generated by this project do not trigger the requirement for a Traffic Management Plan. SW 139th Way and SW Whitney Way are Local Streets but the subject property does not abut an R2, R4, R5, R7 or R10 zone. See the enclosed Transportation Impact Study and Traffic Impact Analysis.

60.55.20. Traffic Impact Analysis.

[ORD 4103; May 2000] [ORD 4302; June 2004] For each development proposal that exceeds the Analysis Threshold of 60.55.20.2, the application for land use or design review approval shall include a Traffic Impact Analysis as required by this code. The Traffic Impact Analysis shall be based on the type and intensity of the proposed land use change or development and its estimated level of impact to the existing and future local and regional transportation systems.

1. Engineer Certification. The Traffic Impact Analysis shall be prepared and certified by a traffic engineer or civil engineer licensed in the State of Oregon.
2. Analysis Threshold.
 - A. A Traffic Impact Analysis is required when the proposed land use change or development will generate 300 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer. [ORD 4706; May 2017]
 - B. A Traffic Impact Analysis or some elements of a Traffic Impact Analysis may be required when the volume threshold under subsection A. of this section is not met but the City Engineer finds that the traffic impacts attributable to the development have the potential to significantly impact the safe and efficient operation of the existing public transportation system.
3. Study Area. The Traffic Impact Analysis shall evaluate the Area of Influence of the proposed development and all segments of the surrounding transportation system where users are likely to experience a change in the quality of traffic flow. The City Engineer may identify additional locations for study if existing traffic operation, safety, or performance is marginal or substandard. Prior to report preparation, the applicant shall submit the proposed scope and analysis

assumptions of the Traffic Impact Analysis. The City Engineer shall determine whether the scope and analysis assumptions are adequate.

4. Contents of the Traffic Impact Analysis Report. The Traffic Impact Analysis report shall contain the following information organized in a logical format:
 - A. Executive Summary
 - B. Description of Proposed Development
 - C. Existing Conditions
 - D. Traffic Forecasts
 - E. Traffic Impacts
 - F. Mitigation Identification
 - G. Recommendations
- A. Executive Summary. An Executive Summary of no more than three single-sided pages shall be included at the beginning of the Traffic Impact Analysis report. The Executive Summary shall summarize the analysis and conclusions and identify recommended transportation improvements.
- B. Description of Proposed Development. The Traffic Impact Analysis shall provide a comprehensive project description including but not limited to the following:
 1. Vicinity map.
 2. Site plan.
 3. Project phasing.
 4. Time schedule.
 5. Intended use of the site, including the range of uses allowed without additional land-use approvals.
 6. Intensity of use.
- C. Existing Conditions. The Traffic Impact Analysis shall provide a complete evaluation of existing conditions and include maps and/or tables displaying the following information for the Area of Influence and any additional locations previously identified by the City Engineer:
 1. Street system including street names and functional classifications.
 2. Pavement and shoulder widths.
 3. Striping and channelization.
 4. Driveways.
 5. Freight access and loading areas.
 6. Intersections.
 7. Traffic volumes.
 - a. Existing traffic shall be measured within the previous twelve months.
 - b. Traffic volumes shall be based on data from a minimum of two typical weekdays (Tuesday through Thursday). In addition, data shall be provided for weekends if weekends are the peak traffic period for either the existing street or the proposed development. [ORD 4706; May 2017]
 - c. Seasonal variations in traffic volumes shall be considered.
 8. Existing intersection performance indicators including volume-to-capacity ratio and control delay.
 9. Transit information including stop and shelter locations, route numbers, headways, passenger loading, pull outs, and times of service.
 10. Bicycle ways, sidewalks, and accessways.
 11. Collision data for the most recent three-year period for which collision data is available.
- D. Traffic Forecasts. The Traffic Impact Analysis report shall provide forecasts of future traffic within the Area of Influence and any additional locations previously identified by the City Engineer. Traffic forecasts shall be provided for both the Buildout Year and the Long-Range Forecast Year. The report shall include complete documentation of

trip generation calculations including Institute of Transportation Engineers (ITE) Trip Generation (latest published edition) use code(s) or an alternative basis of trip generation and the rationale for using the alternative.

1. Buildout Year Analysis. Buildout Year forecasts shall be Total Traffic at the time of anticipated completion and occupancy of each phase of the development and at the time of completion and occupancy of the entire development. The City shall provide traffic information on other developments to consider in the calculation of Added Traffic.
2. Long-Range Forecast Year Analysis. The Traffic Impact Analysis shall include an analysis of the potential worst-caselong-range impacts to the local transportation system identified in the City's Comprehensive Plan Transportation Element and the regional transportation system identified in Metro's Regional Transportation Plan. The forecast year shall be the forecast year of the Comprehensive Plan Transportation Element or an alternate year approved by the City Engineer. The Traffic Impact Analysis shall include a prediction of whether any phase of the proposed development will change the long-range transportation needs identified in the Comprehensive Plan and the extent to which traffic from the proposed development contributes to the long-range improvement needs.
3. Traffic Forecast Analysis Assumptions.
 - a. Trip generation. Estimates of the proposed development's trip generation shall be made for peak period traffic. Selection of the peak period used in the analysis shall be justified and shall consider, at a minimum, the peak period for the proposed development and the peak period for surrounding streets. The City Engineer may require review of other time periods based on known or anticipated marginal or substandard traffic capacity or traffic safety. Trip generation estimates shall be based on ITE's Trip Generation (latest published edition). The City Engineer may approve different trip generation rates when trip generation rates are not available in ITE's Trip Generation or different rates are justified.
 - b. Trip distribution and assignment. Traffic generated by the proposed development shall be logically distributed and assigned to the street system within the Area of Influence and any additional locations previously identified by the City Engineer. Trip distribution and assignment shall be based on trip distribution information from Washington County, ODOT, or Metro, on analysis of local traffic patterns based on data less than 12 months old, or on alternative data approved by the City Engineer.
4. Intersection and Highway Interchange Analysis. Intersection and highway interchange analysis shall conform to the method for operations analysis described in the Highway Capacity Manual 2000 published by the Transportation Research Board. The City Engineer may approve an alternative analysis method. The analysis shall document that the impacts of queuing from adjacent intersections or traffic restrictions has been addressed.
- E. Traffic Impacts. The Traffic Impact Analysis shall evaluate access, safety, operation, capacity, circulation, level of service, and performance of the transportation system within the proposed development's Area of Influence and any additional locations previously identified by the City Engineer for both the Buildout Year and any phases thereof, and the Long-Range Forecast Year.

Performance analysis shall be based on the standards of Section 60.55.10.7.

1. Safety considerations shall be evaluated. Potential safety problems resulting from conflicting turning movements between and among driveways, intersections, and internal traffic shall be addressed. Distance to the nearest driveways on both sides of streets fronting the site and in both directions from site access points shall be shown. On-Site driveway stacking and queuing impacts shall be assessed. The potential for shared access with adjacent development shall be assessed.
2. Geometric design and operational improvements including but not limited to acceleration lanes, deceleration lanes, turning lanes, traffic signals, and channelization shall be considered, evaluated, and recommended when

determined necessary by standards and practices adopted by ODOT, Washington County, the City or approved by the City Engineer.

3. Adequacy of sight distance shall be addressed at the proposed road access point(s) for both the existing road configuration and for the ultimate road configuration based on improvements planned for the development and improvements identified in the Comprehensive Plan Transportation Element. Sight distance shall meet City standards.
 4. The analysis shall also identify and evaluate related impacts on bicycle, pedestrian, and transit access, circulation, and facilities.
 5. Other, operational, circulation, safety, and capacity issues shall be evaluated and addressed as required by this code and by the City Engineer.
- F. Mitigation Identification. In order to protect the public transportation system from potentially adverse impacts of the proposal, to fulfill an identified need for public services within the impacted area related to the development, or both, the Traffic Impact Analysis shall identify methods of mitigating on-site and off-site deficiencies for present and proposed phases of the development. The analysis shall make recommendations for improvements necessary for safe and efficient traffic flow and bicycle, pedestrian, and transit movement and access based on and roughly proportional to the identified impacts. Buildout Year, Long-Range Forecast Year, and project phasing impacts shall be considered. [ORD 4418, February 2007]

The traffic impact analysis shall discuss the estimated levels of impact, improvements, and mitigations, and shall demonstrate how the recommended mitigations are roughly proportional to the identified impacts. [ORD 4418, February 2007]

Mitigation shall be consistent with improvements identified in the Comprehensive Plan Transportation Element. At a minimum, the Traffic Impact Analysis shall consider ultimate rights-of-way and additional streets, bicycle, and pedestrian connections and extensions and intersection improvements that are identified in the Comprehensive Plan Transportation Element Figures 6.1 through 6.23 and Tables 6.1 through 6.6 and connections required by Section 60.55.25. of this code. Mitigation measures may also include, but are not limited to, additional street connections and street extensions, turn lanes, signalization, signal modifications, installation of medians, shared access and other access management strategies, geometric improvements such as lane geometry improvements, and intersection realignments.

Where stop-controlled intersections do not meet the minimum performance standard of Section 60.55.10.7., an additional street connection or a street extension shall be considered as a potential mitigation measure.

- G. Recommendations. The Traffic Impact Analysis report shall clearly state the mitigation measures recommended by the analysis and shall summarize how the recommended mitigations are roughly proportional to the identified impacts. The recommended street and highway mitigation measures shall be shown on a scaled drawing that depicts existing and recommended improvements. [ORD 4418, February 2007]

RESPONSE: [See the enclosed Transportation Impact Study.](#)

60.55.25. Street and Bicycle and Pedestrian Connection Requirements.

[ORD 4302; June 2004]

1. All streets shall provide for safe and efficient circulation and access for motor vehicles, bicycles, pedestrians, and transit. Bicycle and pedestrian connections shall provide for safe and efficient circulation and access for bicycles and pedestrians.

RESPONSE: All streets abutting the subject property exist and provide safe and efficient circulation and access. New bicycle and pedestrian connections are proposed at the new service building. The existing service building area of work features an existing accessible bicycle and pedestrian connection to SW TV Highway, accessed through the Volkswagen service reception and showroom. See the Proposed Site Plan, sheet A-102 along with the Site Circulation Plans, sheets A-104A through A-104F.

2. The Comprehensive Plan Transportation Element Figures 6.1 through 6.23 and Tables 6.1 through 6.6 shall be used to identify ultimate right-of-way width and future potential street, bicycle, and pedestrian connections in order to provide adequate multi-modal access to land uses, improve area circulation, and reduce out-of-direction travel.
-

RESPONSE: Acknowledged.

3. Where a future street or bicycle and pedestrian connection location is not identified in the Comprehensive Plan Transportation Element, where abutting properties are undeveloped or can be expected to be redeveloped in the near term, and where a street or bicycle and pedestrian connection is necessary to enable reasonably direct access between and among neighboring properties, the applicant shall submit as part of a complete application, a future connections plan showing the potential arrangement of streets and bicycle and pedestrian connections that shall provide for the continuation or appropriate projection of these connections into surrounding areas.
-

RESPONSE: Abutting properties are already developed. This section does not apply.

4. Streets and bicycle and pedestrian connections shall extend to the boundary of the parcel under development and shall be designed to connect the proposed development's streets, bicycle connections, and pedestrian connections to existing and future streets, bicycle connections, and pedestrian connections. A closed-end street, bicycle connection, or pedestrian connection may be approved with a temporary design.
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RESPONSE: All streets abutting the subject property exist and extend to the boundary of the parcel under redevelopment. Proposed bicycle parking and pedestrian walkways connect to the existing sidewalks.

5. Whenever existing streets and bicycle and pedestrian connections adjacent to or within a parcel of land are of inadequate width, additional right-of-way may be required by the decision-making authority.
-

RESPONSE: Along the subject property's frontage to SW Whitney Way, a 1' right-of-way dedication is proposed. This dedication will provide the 26' half cross-section distance required by EDM 200-4 for a Local Street with average daily trips under 500 vehicles and parking on both sides of the street. The streets along the other boundaries of the site meet the cross sectional requirements and no right-of-way-dedication is needed. See the Proposed Site Plan, sheet A-102.

6. Where possible, bicycle and pedestrian connections shall converge with streets at traffic-controlled intersections for safe crossing.
-

RESPONSE: There are no existing traffic controlled intersections abutting the subject property.

7. Bicycle and pedestrian connections shall connect the on-site circulation system to existing or proposed streets, to adjacent bicycle and pedestrian connections, and to driveways open to the public that abut the property. Connections

may approach parking lots on adjoining properties if the adjoining property used for such connection is open to public pedestrian and bicycle use, is paved, and is unobstructed.

RESPONSE: Existing and proposed bicycle and pedestrian connections connect the on-site circulation system to existing or proposed streets, adjacent bicycle and pedestrian connections, and to driveways that abut the property.

8. To preserve the ability to provide transportation capacity, safety, and improvements, a special setback line may be established by the City for existing and future streets, street widths, and bicycle and pedestrian connections for which an alignment, improvement, or standard has been defined by the City. The special setback area shall be recorded on the plat.

RESPONSE: This section does not apply.

9. Accessways are one or more connections that provide bicycle and pedestrian passage between streets or a street and a destination. Accessways shall be provided as required by this code and where full street connections are not possible due to the conditions described in Section 60.55.25.14. [ORD 4397; August 2006] An accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.

A. Accessways shall be provided as follows:

1. In any block that is longer than 600 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, an accessway shall be required through and near the middle of the block.
2. If any of the conditions described in Section 60.55.25.14. result in block lengths longer than 1200 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, then two or more accessways may be required through the block. [ORD 4397; August 2006]
3. Where a street connection is not feasible due to conditions described in Section 60.55.25.14., one or more new accessways to any or all of the following shall be provided as a component of the development if the accessway is reasonably direct: an existing transit stop, a planned transit route as identified by TriMet and the City, a school, a shopping center, or a neighborhood park. [ORD 4397; August 2006]
4. The City may require an accessway to connect from one cul-de-sac to an adjacent cul-de-sac or street.
5. In a proposed development or where redevelopment potential exists and a street connection is not proposed, one or more accessways may be required to connect a cul-de-sac to public streets, to other accessways, or to the project boundary to allow for future connections.

B. Accessway Design Standards.

1. Accessways shall be as short as possible and wherever practical, straight enough to allow one end of the path to be visible from the other.
2. Accessways shall be located to provide a reasonably direct connection between likely pedestrian and bicycle destinations. [ORD 4332; January 2005]

RESPONSE: The existing site and abutting streets are largely developed; this requirement does not apply.

10. Pedestrian Circulation. [ORD 4487; August 2008]

- A. Walkways are required between parts of a development where the public is invited or allowed to walk.

RESPONSE: Portions of the automotive dealership may be accessed by customers, however, the service department is an employee only area. Customers drop off their vehicles at Service Reception; service technicians drive customer vehicles to and from the repair shop, car wash, quick lube and service staging parking areas. Existing walkways connect to the Volvo and Volkswagen Showroom Buildings and Service Reception areas; these walkways are accessed by the general public and are unchanged by this application. The new service building is for employees only; new walkways are proposed to connect to the street sidewalks, bicycle parking and an employee vehicle parking area. A concrete walkway is additionally proposed to connect the existing and new service buildings. The existing service building is connected to the public sidewalk on SW TV Highway with an accessible route through the Volkswagen Service Reception and Showroom. See the Proposed Site Plan, sheet A-102.

- B. A walkway into the development shall be provided for every 300 feet of street frontage. A walkway shall also be provided to any accessway abutting the development.

RESPONSE: At the new service building, walkways into the site are provided at 300' max intervals. See the Proposed Site Plan, sheet A-102 and the Site Parking Plan, sheet A-104

- C. Walkways shall connect building entrances to one another and from building entrances to adjacent public streets and existing or planned transit stops. Walkways shall connect the development to walkways, sidewalks, bicycle facilities, alleyways and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institution or park use. The City may require connections to be constructed and extended to the property line at the time of development.

RESPONSE: To connect the renovated service department areas to the new service building, a breezeway canopy is proposed to provide weather protection to employees working in this area. A concrete walkway is additionally proposed in this area to connect the existing and new service buildings. Due to the floodplain location on site, grading precludes this walkway from meeting accessibility requirements; the walkway in this employee work area is for use by employees only and the breezeway canopy entrance will be signed accordingly. See the Proposed Site Plan, sheet A-102, and the Site Parking and Circulation Plan, sheet A-104.

- D. Walkways shall be reasonably direct between pedestrian destinations and minimize crossings where vehicles operate.

RESPONSE: New service building walkways provide a direct connection from the employee entrances to pedestrian sidewalks. At the new employee vehicle parking area, northwest of the new service building, an accessible curb ramp and connecting walkway is proposed.

- E. Walkways shall be paved and shall maintain at least four feet of unobstructed width. Walkways bordering parking spaces shall be at least seven feet wide unless concrete wheel stops, bollards, curbing, landscaping, or other similar improvements are provided which prevent parked vehicles from obstructing the walkway. Stairs or ramps shall be provided where necessary to provide a reasonably direct route. The slope of walkways without stairs shall conform to City standards.

RESPONSE: Proposed walkways for the new service building and their widths are shown on the Parking and Circulation Site Plan, sheet A-104.

- F. The Americans with Disabilities Act (ADA) contains different and stricter standards for some walkways. The ADA applies to the walkway that is the principal building entrance and walkways that connect transit stops and parking areas to building entrances. Where the ADA applies to a walkway, the stricter standards of ADA shall apply.
-

RESPONSE: The proposed walkways conform to ADA standards, except where site conditions preclude this between the existing and new service buildings.

- G. On-site walkways shall be lighted to 0.5 foot-candle level at initial luminance. Lighting shall have cut-off fixtures so that illumination does not exceed 0.5 foot-candle more than five (5) feet beyond the property line.
-

RESPONSE: See the enclosed photometric plans.

60.55.30. Minimum Street Widths.

[ORD 4302; June 2004] Minimum street widths are depicted in the Engineering Design Manual. [ORD 4418; February 2007]

1. Any project-specific modifications of the standards contained in the Engineering Design Manual regarding the widths of features relating to the movement of vehicles, including but not limited to rights of way, travel lanes, parking lanes, bike lanes, driveway aprons, curb radii, or other such features shall be processed in accordance with the provisions contained in the Section 145 Design Modifications of the Engineering Design Manual. [ORD 4418; February 2007]
 2. Any project-specific modifications of the standards of the Engineering Design Manual relating to the location and dimensions of required street landscaping and pedestrian features including, but not limited to, sidewalks, planter strips, street trees, street tree wells, street tree easements, or street furniture are subject to the procedures contained in Chapter 40 (Applications). The required application will depend on the scope of the proposed project and the type of application filed with the City. [ORD 4418; February 2007]
-

RESPONSE: Along the subject property's frontage to SW Whitney Way, a 1' right-of-way dedication is proposed. This dedication will provide the 26' half cross-section distance required by EDM 200-4 for a Local Street with average daily trips under 500 vehicles and parking on both sides of the street. The development on SW 139th Way meets the requirements of this cross-section and no right-of-way dedication is required. The proposed development on SW Tualatin Valley Highway meets EDM 200-1 for an Arterial Street and no right-of-way dedication is required. See the Proposed Site Plan, sheet A-102.

60.55.35. Access Standards.

[ORD 4302; June 2004]

1. The development plan shall include street plans that demonstrate how safe access to and from the proposed development and the street system will be provided. The applicant shall also show how public and private access to, from, and within the proposed development will be preserved
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RESPONSE: See the Proposed Site Plan, sheet A-102.

2. No more than 25 dwelling units may have access onto a closed-end street system unless the decision-making authority finds that identified physical constraints preclude compliance with the standard and the proposed development is still found to be in compliance with the Facilities Review criteria of Section 40.03. [ORD 4584; June 2012]

RESPONSE: There are no dwelling units existing or proposed on the subject property; this section does not apply.

3. Intersection Standards.

- A. Visibility at Intersections. All work adjacent to public streets and accessways shall comply with the standards of the Engineering Design Manual except in Regional and Town Centers. [ORD 4462; January 2008]
 1. The sight clearance area requirements for Town Centers and Regional Centers shall be determined on a case-by-case basis by the decision-making authority. In making its determination, the decision-making authority shall consider the safety of the users of the intersection (including pedestrians, bicyclists, and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual and Standard Drawings, and other applicable criteria. [ORD 4111; July 2000]
 2. The requirements specified in 60.55.35.3.A. may be lessened or waived by the decision-making authority if the project will not result in an unsafe traffic situation. In making its determination, the decision-making authority shall consider the safety of the users of the intersection (including pedestrians, bicyclists and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual, and other applicable criteria.

RESPONSE: The location of the new service building does not obstruct the required vision clearance at the corner of SW Whitney Way and SW 139th Way. See the dimensioned vision clearances on sheet A-102.

- B. Intersection angles and alignment and intersection spacing along streets shall meet the standards of the Engineering Design Manual and Standard Drawings.
 1. Local street connections at intervals of no more than 330 feet should apply in areas planned for the highest density multiple use development. [ORD 4584; June 2012]
 2. When a highway interchange within the City is constructed or reconstructed, a park and ride lot shall be considered.

RESPONSE: Abutting intersection angles, alignments and spacing exist; no changes are proposed.

C. Driveways.

1. Corner Clearance for Driveways. Corner clearance at signalized intersections and stop-controlled intersections, and spacing between driveways shall meet the standards of the Engineering Design Manual and Standard Drawings.

RESPONSE: No signalized intersections about the subject property; this section does not apply.

2. Shared Driveway Access. Whenever practical, access to Arterials and Collectors shall serve more than one site through the use of driveways common to more than one development or to an on-site private circulation design that furthers this requirement.

Consideration of shared access shall take into account at a minimum property ownership, surrounding land uses, and physical characteristics of the area.

Where two or more lots share a common driveway, reciprocal access easements between adjacent lots may be required.

RESPONSE: The existing driveways to remain are shared between the Volvo and Volkswagen dealership operations on site. Accessibility upgrades to the two driveways along SW 139th Way are proposed. See the Civil Drawings.

3. No new driveways for detached dwellings shall be permitted to have direct access onto an Arterial or Collector street except in unusual circumstances where emergency access or an alternative access does not exist. Where detached dwelling access to a local residential street or Neighborhood Route is not practicable, the decision-making authority may approve access from a detached dwelling to an Arterial or Collector.

RESPONSE: This section does not apply.

60.60. TREES AND VEGETATION.

[ORD 4224; August 2002] [ORD 4348; May 2005]

60.60.05. Purpose.

Healthy trees and urban forests provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. In conjunction with processes set forth in Section 40.90. of this Code, this section is intended to help manage changes to the City's urban forest by establishing regulations and standards for the protection, pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, Mitigation Trees and trees within a Significant Natural Resource Area (SNRA) or Significant Grove), Landscape Trees, and Community Trees. [ORD 4584; June 2012]

60.60.07. Enforcement.

A person found responsible for causing the removal or pruning of a protected tree in violation of the standards set forth in Section 60.60., unless exempt, shall be subject to monetary penalties. In cases of unlawful removal the person must also mitigate the removal as set forth in the mitigation requirements of Section 60.60.25.

Monetary penalties imposed by a court of competent jurisdiction upon conviction for violating any provision of Chapter 60 Section 60 of this Ordinance, shall be deposited into the City's Tree Mitigation Fund.

60.60.10. Types of Trees and Vegetation Regulated.

Actions regarding trees and vegetation addressed by this section shall be performed in accordance with the regulations established herein and in Section 40.90. of this Code. The City finds that the following types of trees and vegetation are worthy of special protection:

1. Significant Individual Trees.
2. Historic Tree.
3. Trees within Significant Natural Resource Areas.
4. Trees within Significant Groves.
5. Landscape Trees.
6. Community Trees.
7. Mitigation Trees.

RESPONSE: This application proposes removal of (8) Community Trees due to the floodplain location, grading and setback constraints governing the placement of the new service building. Replacement landscaping, new street trees, a rain garden and canopy green roof are proposed near the impacted areas. See the enclosed Landscape, Civil and Architectural drawings.

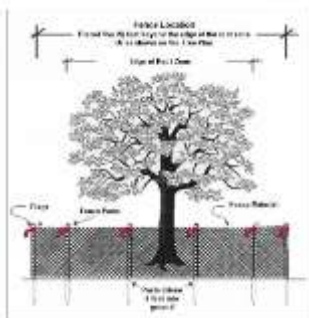
60.60.15. Pruning, Removal, and Preservation Standards.

1. Pruning Standards.
 - A. It shall be unlawful for any person to remove or prune to remove a tree's canopy or disturb the root zone of any Protected Tree, except in accordance with the provisions of this Code.
 - B. All pruning of Protected Trees shall be done in accordance with the standards set forth in this section and the City's adopted Tree Planting and Maintenance Policy, also known as Resolution 3391.
2. Removal and Preservation Standards.
 - A. All removal of Protected Trees shall be done in accordance with the standards set forth in this section.
 - B. Removal of Landscape Trees and Protected Trees shall be mitigated, as set forth in section 60.60.25.

RESPONSE: No Protected or Landscape Trees are proposed for removal. See Landscape Drawings.

60.60.20. Tree Protection Standards during Development.

1. Trees classified as Protected Trees under this Code shall be protected during development in compliance with the following:
 - A. A construction fence must be placed around a tree or grove beyond the edge of the root zone. The fence shall be placed before physical development starts and remain in place until physical development is complete. The fence shall meet the following:
 1. The fence shall be a four foot (4') tall orange plastic or snow fence, secured to six foot (6') tall metal posts, driven two feet (2') into the ground. Heavy 12 gauge wire shall be strung between each post and attached to the top and midpoint of each post. Colored tree flagging indicating that this area is a tree protection zone is to be placed every five (5) linear feet on the fence to alert construction crews of the sensitive nature of the area.



2. Other City approved protection measures that provide equal or greater protection may be permitted, and may be required as a condition of approval.
- B. Within the protected root zone of each tree, the following development shall not be permitted:
1. Construction or placement of new buildings.
 2. Grade change or cut and fill, except where hand excavation is approved with the submittal of an arborist's report, as part of application approval.
 3. New impervious surfaces.
 4. Trenching for utilities, irrigation, or drainage.
 5. Staging or storage of any kind.
 6. Vehicle maneuvering or parking

RESPONSE: Trees shall be protected during construction as is noted on the Planting Plan, sheet L-102.

60.60.25. Mitigation Requirements.

1. The following standards shall apply to mitigation for the removal of Significant Individual Trees or trees within Significant Groves or SNRAs.
 - A. All mitigation tree planting shall take place in conformance with accepted arboricultural practices and shall be spaced a minimum of ten (10) feet apart.
 - B. As of May 19, 2005, all trees planted for the purpose of tree removal mitigation shall be maintained in accordance with the approved mitigation plan. Monitoring of mitigation planting shall be the ongoing responsibility of the property owner where mitigation trees are located, unless otherwise approved through Development Review. Monitoring shall take place for a period of two (2) years. Trees that die shall be replaced in accordance with the tree replacement standards of this section.
 - C. As of May 19, 2005, all trees planted for the purpose of tree removal mitigation shall be set aside in a conservation easement or a separate tract and shall be designated as "Mitigation Trees" and recorded with a deed restriction identifying the trees as "Mitigation Trees".
 - D. Each Mitigation Tree planted shall be insured through a performance security, equal to 110 percent of the cost of the landscaping, filed with the City for a period of two (2) years to ensure establishment of the mitigation planting.
 - E. Street trees shall not be counted as providing mitigation of a SNRA or Significant Grove.
 - F. Transplanting trees within the project site is not subject to mitigation. However, a performance security is required for transplanted tree(s) to insure that the tree(s) will be replaced if the tree(s) is dead or dying at the end of two (2) years.

RESPONSE: No Significant Individual Trees or trees within Significant Groves are proposed for removal. See the Landscape Drawings.

2. Mitigation for the removal of trees from Significant Groves or SNRAs shall be required as follows:
 - A. Calculate the total DBH of the trees to be removed. Denote both deciduous and coniferous trees in separate tables; however, both tables will result in the sum total of the DBH to be removed.

- B. If the total DBH of trees to be removed is less than or equal to 50% of the total DBH of surveyed trees on the site, then no mitigation is required for the trees to be removed.
- C. If the total DBH of trees to be removed is greater than 50% of the total DBH of surveyed trees on site, then mitigation is required for the amount of DBH to be removed that exceeds 50% of the total DBH of surveyed trees on site.

For example, if 75 inches is the total amount of DBH to be removed from a site and 60 inches of DBH represents 50% of the total surveyed DBH, then 15 inches of DBH is the total required amount of mitigation.

RESPONSE: No trees from Significant Groves or SNRAs are proposed for removal. See the Landscape Drawings.

3. In addition to the requirements listed in Section 60.60.25.1. Mitigation Requirements, the following mitigation requirements shall apply for the removal of trees from Significant Groves or SNRAs.

- A. Dead or dying trees within a Significant Grove or SNRA shall be fallen when required for safety. Such tree falling shall not require mitigation. However, the fallen log should remain in the Significant Grove or SNRA, to serve as habitat for wildlife, unless the tree has been diagnosed with a disease and the log must be removed from the area to protect the remaining trees.
- B. All trees planted for mitigation must meet the following minimum requirements:
 - 1. Deciduous trees shall be replaced with native deciduous trees that are no less than two caliper inches (2") in diameter.
 - 2. Coniferous trees shall be replaced with native coniferous trees that are no less than three feet (3') in height and no more than four feet (4') in height. A three foot (3') mitigation tree shall equate to 2" DBH and four foot (4') mitigation tree will equate to 3" DBH.
 - 3. The total linear DBH measurement of the trees to be removed shall be mitigated with the necessary number of trees at least two caliper inches (2") in diameter.

4. Significant Grove or SNRA on-site mitigation, 2:1 planting ratio.

- A. Residential, Commercial, or Industrial zoning districts: For tree removal proposals which remove more than 50% and up to and including 75% of the surveyed non-exempt DBH, if all mitigation tree planting is to occur on-site, the ratio for planting shall be on a 2:1 basis.

For example, if 20 inches of DBH is the total amount of required mitigation, if all the mitigation planting occurs on the site where the removal is to occur, then only 10 inches of DBH is required to be planted.

- B. Multiple Use zoning districts: For tree removal proposals which remove more than 50% and up to and including 85% of the surveyed non-exempt DBH, if all mitigation tree planting is to occur on-site, the ratio for planting shall be on a 2:1 basis.

For example, if 20 inches DBH is the total amount of required mitigation, if all the mitigation planting occurs on the site where the removal is to occur, then only 10 inches of DBH is required to be planted.

RESPONSE: No Significant Individual Trees or trees within Significant Groves are proposed for removal.

5. Significant Grove or SNRA off-site mitigation, 1:1 planting ratio.
 - A. Residential, Commercial, or Industrial zoning districts: For tree removal proposals which remove more than 50% and up to and including 75% of the surveyed non-exempt DBH, if mitigation tree planting is to occur off-site, the ratio for planting shall be on a 1:1 basis.
 - B. Multiple Use zoning districts: For tree removal proposals which remove more than 50% and up to and including 85% of the surveyed non-exempt DBH in Multiple Use zones, if mitigation tree planting is to occur off-site, the ratio for planting shall be on a 1:1 basis.
6. Significant Grove or SNRA Tree Plan 3 mitigation, 1:1 planting ratio.
 - A. Residential, Commercial, or Industrial zoning districts: For tree removal proposals which remove more than 75% and up to and including 100% of the surveyed non-exempt DBH, all of the required mitigation tree planting shall be on a 1:1 basis whether planted on-site or off-site.
 - B. Multiple Use Zoning Districts: For tree removal proposals which remove more than 85% and up to and including 100% of the surveyed non-exempt DBH, all of the required mitigation tree planting shall be on a 1:1 basis whether planted on-site or off-site.
7. In-Lieu fee. If the total caliper inch on-site- or off-site tree planting mitigation does not equal the DBH inch removal or if no tree planting mitigation is proposed, the remaining or total caliper inch tree planting mitigation shall be provided as a fee in-lieu payment. The in-lieu fee shall be specified in the Community Development In-Lieu Fee schedule. Fee revenues shall be deposited in the City's Tree Mitigation Fund.

Mitigation Example for All Other Zones – SITE SAMPLE*	
DBH of Surveyed Trees	1318.00
DBH Proposed for Removal (MAXIMUM removal allowed is 75% Surveyed Tree DBH)	988.00
Mitigation Threshold (50% Surveyed Tree DBH)	659.00
DBH to be Mitigated (75% DBH Removal – 50% DBH Threshold = 25% Surveyed DBH)	329.00
On Site Mitigation (50% of the DBH to be mitigated)	164.50
Off Site OR Partial Off Site Mitigation (100% of the DBH to be mitigated)	329.00

Please note: This "Sample Site" is **fictional and is only meant to be a representation of how the regulations of Section 60.60. (Trees and Vegetation) could be applied to a site.*

RESPONSE: New trees, shrubs and ground cover are proposed per the requirements of 60.05.25.5. The caliper inches of trees to be removed, trees to be preserved and trees to be planted are shown on the Planting Plan, sheet L-102. As the caliper inches of trees to be removed is less than 50% of the total caliper inches of trees surveyed, no mitigation is required.

8. In addition to the standards in Mitigation Standards 1, the following standards shall apply to mitigation for the removal of a Significant Individual Tree:
 - A. A replacement tree shall be a substantially similar species or a tree approved by the City considering site characteristics.
 - B. Mitigation for the removal of a Significant Individual Tree shall be the required replacement of each tree on based on the total linear DBH measurement. Replacement of trees shall be as follows:

**Replacement Table for
Significant Deciduous Trees**

Caliper-inches removed	Minimum total caliper-inches of replacement trees
6-12"	4"
13-18"	6"
19-24"	8"
Over 25"	9"

Minimum replacement tree size is 2 caliper-inches for deciduous trees.

**Replacement Table for
Significant Coniferous Trees**

Caliper-inches removed	Minimum number of replacement Trees
6-12"	1
13-24"	2
Over 25"	3

Minimum replacement tree size is 3-feet minimum height for coniferous trees.
[ORD 4584; June 2012]

RESPONSE: No Significant Individual Trees are proposed for removal. See the Landscape Drawings.

9. The following standards apply to the replacement of a Landscape Tree:

- A. A replacement tree shall be a substantially similar species or a tree approved by the City considering site characteristics.
- B. If a replacement tree of the species of the tree removed or damaged is not reasonably available, the City may allow replacement with a different species.
- C. Replacement of a Landscape Tree shall be based on total linear DBH calculations at a one-to-one ratio depending upon the capacity of the site to accommodate replacement tree or unless otherwise specified through development review. Replacement of tree on a one-to-one basis shall be as follows:
 - 1. Calculate the sum of the total linear DBH measurement of the tree to be removed.
 - 2. The total linear DBH measurement of the tree to be removed shall be replaced with tree at least 1.5 caliper inches in diameter. The total caliper inches of the replacement tree shall be at least equal to the sum total of the linear DBH measurement of the removed tree.

RESPONSE: No Landscape Trees are proposed for removal. See the Landscape Drawings.

60.65. UTILITY UNDERGROUNDING.

[ORD 4118; September 2000]

60.65.05. Purpose.

The purposes and objectives of locating existing and proposed private utilities underground are to:

1. Implement the policies, goals, and standards of the City Council and the adopted Comprehensive Plan of the City of Beaverton.
2. Improve aesthetics of the community by reducing the number of utility poles and above ground wires.
3. Provide consistency in management of the City's rights-of-way.
4. Protect essential public services from natural and manmade accidental disruptions.
5. Improve public safety by reducing the possibility for injury from downed lines.
6. Allow fewer fixed obstructions in the public right-of-way.

60.65.10. Authority.

The provisions of private utility undergrounding shall pertain to all activities subject to Design Review (Section 40.20.), as well as Land Divisions (Section 40.45.).

60.65.15. Regulation.

All existing and proposed utility lines within and contiguous to the subject property, including, but not limited to, those required for electric, communication, and cable television services and related facilities shall be placed underground as specified herein. The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development.

1. At the option of the applicant and subject to rules promulgated by the Oregon Public Utility Commission (PUC), this requirement does not apply to surface mounted transformers, surface mounted connectionboxes and meter cabinets, which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and that portion of a project where undergrounding will require boring under a Collector or Arterial roadway, and City funded roadway projects which the City Council has specifically considered and declined to fund utility undergrounding as a component of the roadway project, Washington County funded roadway projects, such as MSTIP projects, and Oregon Department of Transportation funded roadway projects. [ORD 4343; April 2005] [ORD 4363; September 2005]
2. The developer shall make all necessary arrangements with the serving private utility to cause the utility service(s) to be placed underground;
3. The City reserves the right to approve surface mounted facilities;
4. All underground public and private utilities shall be constructed or installed prior to the final surfacing of the streets; and
5. Stubs for service connections and other anticipated private extensions at street intersections shall be long enough to avoid disturbing street surfaces and right-of-way improvements such as sidewalks and landscaping areas when service connections are made.
6. Unless otherwise specifically required in an existing franchise between the City and the particular private utility, or PUC rule, the applicant or developer responsible for initiating the requirement for placing overhead utilities underground is responsible for the cost of converting all existing customer equipment and private utilities on private or public property, or both to meet utility undergrounding requirements.
7. If the private utility service provider requires an applicant, as a component of the applicant's placing private utilities underground, to install facilities to accommodate extra capacity beyond those necessitated by the proposed development, the private utility service provider shall be financially responsible for providing the means to provide such extra capacity.

60.65.20. Information on Plans.

The applicant for a development subject to design review, subdivision, partition, or site development permit approval shall show, on the proposed plan or in the explanatory information, the following:

1. Easements for all public and private utility facilities;
2. The location of all existing above ground and underground public and private utilities within 100 feet of the site;
3. The proposed relocation of existing above ground utilities to underground; and
4. That above ground public or private utility facilities do not obstruct vision clearance areas pursuant to Section 60.55.35.3 of this Code.

RESPONSE: See Site Plans, sheets A-101 and A-102, and Civil Drawings.

BEAVERTON CODE SECTION 9.05

9.05.15 Definitions

Base flood – The flood having a one percent chance of being equaled or exceeded in any given year. Also referred to as the “100-year flood.” Designation on maps always includes the letter “A” or “V.” [Amended by Ordinance No. 3564, 5/5/87]

FIRM – The flood insurance rate map. An official map of a community, on which the Federal Insurance Administrator has delineated both the special hazard areas and the risk premium zones applicable to the community. A FIRM that has been made available digitally is called a digital flood insurance rate map (DFIRM). [Added by Ordinance No. 3440, 4/2/85]

Flood insurance study – An examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations, or an examination, evaluation and determination of mudslide (i.e., mudflow) and/or flood-related erosion hazards. [Amended by Ordinance No. 4249, 4/7/03]

Flood management area – (USA) – Pursuant to USA Design and Construction Standards and the City Development Code, Chapter 60, the area equal to the floodplain. [Added by Ordinance No. 4155, 4/9/01]

Floodplain – The area along a water course enclosed by the outer limits of land that is subject to inundation in its natural or lower revised contours by the base flood, inclusive of the floodway and the floodway fringe, and equal to the FIRM designation of an area of special hazard. [Amended by Ordinance No. 4155, 4/9/01]

Floodway – The channel of a river or other water course and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot. [Added by Ordinance No. 3440, 4/2/85; amended by Ordinance No. 3564, 5/5/87]

Floodway fringe – The area of the floodplain lying outside the floodway, which does not contribute appreciably to the passage of flood water, but serves as a retention area. [Added by Ordinance No. 4155, 4/9/01]

Substantial improvement – Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the “start of construction” of the improvement. This term includes structures which have incurred “substantial damage,” regardless of the actual repair work performed. The term does not, however, include either:

1. Any project for improvement of a structure to correct existing violations of State or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions; or

2. Any alteration of a “historic structure”; provided, that the alteration will not preclude the structure’s continued designation as a “historic structure.” [Added by Ordinance No. 3564, 5/5/87; amended by Ordinance No. 4249, 4/7/03]

RESPONSE: The floodplain and the floodway are shown on the submittal drawings. It is not expected that the addition/improvements to the existing service building will cost 50% or more of the structure market value. Therefore, the proposed work to be completed on the existing structure and addition are not classified as a substantial improvement.

9.05.20 Permits Required

- A. Within right-of-way, easements or other real property of the City, City franchise holder, or other public agency, no person shall perform any work, development, excavation, or fill; or construct or alter streets, sidewalks, curbs, gutters, or utilities; or in any way tamper with pavement without first obtaining a permit from the City Engineer.
- B. No person shall cause or allow the following on private property or the public right-of-way without a current, valid permit issued under this ordinance by the City Engineer:
 - 1. Outside of a special flood hazard area, grading, excavation, fill, depositing, stockpiling or storage of soil, sand, gravel, crushed rock, demolition materials, recycled concrete, asphalt or other recycled demolition materials, or any combination thereof, in excess of 50 cubic yards in volume or over an area that exceeds 500 square feet;
 - 2. Disturbance of the existing surface of the site, depositing debris, depositing, stockpiling or storage of materials, excavation or fill that will encroach on or alter a natural drainage channel or water course, or concentrate or accelerate drainage entering adjacent property or public right-of-way, with the exception of tilling of the soil for agricultural purposes, gardening and maintaining or upgrading existing landscaped areas that can be performed without violating any other provision of this subsection;
 - 3. Demolition of structures, pavement and other site improvements, disturbance of the existing surface of the site, scraping the ground surface, multiple trips by vehicles over undisturbed ground, multiple-day parking of multiple construction vehicles on undisturbed ground, clearing, stripping or removal of trees, vegetation, groundcover or topsoil, grading, excavation, fill, depositing debris, depositing, stockpiling or storage of soil, sand, gravel, crushed rock, demolition materials, recycled concrete, asphalt or other recycled demolition materials, or construction staging, or any combination thereof, over an area that exceeds 500 square feet on private property, or removal of the vegetation, groundcover or any tree within the public right-of-way, with the exception of tilling of the soil for agricultural purposes, gardening and the planting, maintaining or upgrading of landscaped areas on a single-family residential lot that can be performed without violating any other provision of this subsection;
 - 4. The construction, reconstruction, alteration, repair, or installation of a structure in any water course;
 - 5. The construction of a private driveway, private road or parking lot on a lot;
 - 6. Site development work by a public utility, public agency, or City franchise holder in a significant natural resource area.
- C. separate permit shall be required for each separate noncontiguous site. One permit may cover both an excavation and a fill on the same site. A permit for excavation on one site does not approve the disposal on another site.
- D. permit shall be required for any construction, storage, or development in an area of special flood hazard.

- E. Demolition materials from existing buildings and site improvements shall be promptly removed from the site and not stored on site, except as provided in subsection F of this section.
- F. The City may issue a permit under this ordinance for the stockpiling of demolition materials to be recycled that have a volume in excess of 50 cubic yards or occupy an area that exceeds 500 square feet. Such demolition materials shall not be stored in their raw or recycled form on site for more than 60 calendar days and shall be provided with dust controls and erosion controls in accordance with this ordinance and other City requirements. [BC [9.05.020](#), amended by Ordinance No. 3440, 4/2/85; Ordinance No. 3487, 1/14/86; Ordinance No. 3564, 5/5/87; Ordinance No. 3887, 3/21/94; Ordinance No. 4249, 4/7/03; Ordinance No. 4744, 10/17/18]

RESPONSE: The proposed project requires permitting.

9.05.60 Permit Issuance or Denial – Floodplain District

- A. Floodways. Located within areas of special flood hazard established in the FIRM are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of flood waters which carry debris, potential projectiles, and erosion potential, the following provisions apply:
 - 1. Prohibit encroachments, including fill, new construction, substantial improvements, and other development, unless certification by a registered professional engineer or architect is provided demonstrating that encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge.
 - 2. If subsection (A)(1) of this section is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of this section.
 - 3. For property within the floodway fringe of Beaverton Creek (main stem) from Murray Boulevard upstream to State Highway 8 (Canyon Road), fill that facilitates development may be placed without regard for the holding capacity of the property in question; provided, that the fill is shown not to raise the base flood elevation or create additional flooding inside and outside the established flood hazard area of tributaries to Beaverton Creek that cross the floodway fringe and converge with Beaverton Creek within those boundaries.

RESPONSE: Work within the floodway consists of the removal and replacement of a driveway approach. The submitted drawings demonstrate that this work within the floodway will not negatively impact the base flood elevation as the driveway improvements will be a net cut down from current existing grade.

- B. Grounds for Denial.
 - 1. In addition to the grounds for denial contained in BC [9.05.055](#), the City Engineer shall also deny a permit for development in an area of special flood hazard if the City Engineer finds that any of the following circumstances exist:
 - a. The proposed development will diminish the flood carrying capacity of the water course;
 - b. The proposed development does not maintain the holding capacity of the site;
 - c. The proposed development will significantly raise the flood surface elevations up or down stream from or adjacent to the site;
 - d. The proposed development will endanger life or property on or off the site;
 - e. Where elevation data is not available either through the flood insurance study or from another authoritative source, proposed construction will not be reasonably safe from flooding. The test of reasonableness is a local judgment and includes use of historical data, high water marks, photographs of

- past flooding, etc., where available. Failure to elevate at least two feet above grade in these zones may result in higher insurance rates;
- f. All necessary permits have not been obtained from those Federal, State or local governmental agencies from which prior approval is required.
2. In lieu of denial, the City Engineer may grant the permit with any conditions necessary to assure that the provisions of this section will be met.
- C. General Standards. In all areas of special flood hazards, the following standards are required:
1. Anchoring.
 - a. All new construction and substantial improvements shall be anchored to prevent flotation, collapse, or lateral movement of the structure.
 - b. All manufactured homes must likewise be anchored to prevent flotation, collapse or lateral movement, and shall be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors (reference FEMA's "Manufactured Home Installation in Flood Hazard Areas" guidebook for additional techniques).
 2. Construction Materials and Methods.
 - a. All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.
 - b. All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.
 - c. Electrical, heating, ventilation, plumbing, and air-conditioning equipment and other service facilities shall be designed and/or otherwise elevated or located so as to prevent water from entering or accumulating within the components during conditions of flooding.
 3. Utilities.
 - a. All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the system;
 - b. New and replacement sanitary sewer systems shall be designed to minimize or eliminate infiltration of flood waters into the systems and discharge from the systems into flood waters; and
 - c. On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.
 4. Subdivision Proposals.
 - a. All subdivision proposals shall be consistent with the need to minimize flood damage;
 - b. All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage;
 - d. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage; and
 - e. Where base flood elevation data has not been provided or is not available from another authoritative source, and the City Engineer determines base flood elevation data to be necessary to properly administer regulations within an area of special flood hazard, base flood elevation data shall be generated.
 5. Review of Building Permits. Where elevation data is not available either through the flood insurance study or from another authoritative source, applications for building permits shall be reviewed to assure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and includes use of historical data, highwater marks, photographs of past flooding, etc., where available. Failure to elevate at least two feet above grade in these zones may result in higher insurance rates.

D. Specific Standards. In all areas of special flood hazards where base flood elevation data has been provided as set forth in the flood insurance rate map (FIRM), the following provisions are required:

1. Residential Construction.

- a. In new construction or the substantial improvement of any residential structure the lowest floor, including the basement, shall be elevated to not less than one foot above the base flood elevation. If within the special flood hazard area of Beaverton Creek (main stem) from Murray Boulevard upstream to State Highway 8 (Canyon Road), the lowest floor, including the basement, shall be elevated to not less than two feet above the base flood elevation.
- b. Fully enclosed areas below the lowest floor that are subject to flooding are prohibited, or shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of flood waters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria:
 - i. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided;
 - ii. The bottom of all openings shall be no higher than one foot above grade;
 - iii. Openings may be equipped with screens, louvers or other coverings or devices; provided, that they permit the automatic entry and exit of floodwaters.

RESPONSE: The proposed project is not a residential construction.

2. Nonresidential Construction. New construction and substantial improvement of any commercial, industrial or other nonresidential structure shall either have the lowest floor, including basement, elevated to one foot above the level of the base flood elevation and, if within the special flood hazard area of Beaverton Creek (main stem) from Murray Boulevard upstream to State Highway 8 (Canyon Road), be elevated to not less than two feet above the base flood elevation; or together with attendant utility and sanitary facilities, shall:

- a. Be floodproofed to an elevation one foot above the base flood level and, if within the special flood hazard area of Beaverton Creek (main stem) between Murray Boulevard upstream to State Highway 8 (Canyon Road), be floodproofed two feet above the base flood elevation so that the structure is watertight and with walls substantially impermeable to the passage of water;
- b. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;
- c. Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on their development and/or review of the structural design, specifications and plans. Such certifications shall be provided to the Building Official as set forth in BC [9.05.035\(F\)](#);
- d. Nonresidential structures that are elevated, not floodproofed, must meet the same standards for space below the lowest floor as described in subsection (D)(1) of this section;
- e. Applicants floodproofing nonresidential buildings shall be notified that flood insurance premiums will be based on rates that are one foot below the floodproofed level (e.g., a building floodproofed to the base flood level will be rated as one foot below).

RESPONSE: The Base Flood Elevation (BFE) is 184.2, therefore the Required Flood Elevation (RFE) is 185.2. The existing building finish floor elevation is 183.14, below the RFE and the BFE. The proposed addition to the existing service/parts building is not a substantial improvement (see Definitions, above) and therefore floodproofing is not proposed for the existing structure. However, a portion of the addition (the compressor and oil storage rooms) are planned to be flood-proofed. This reduction in storage volume is accounted for in the floodplain storage volume analysis.

3. Manufactured Homes.

- a. All manufactured homes to be placed or substantially improved within Zones A1-30 and AE shall be elevated on a permanent foundation such that the lowest floor of the manufactured home is at least one foot above the base flood elevation and be securely anchored to an adequately anchored foundation system in accordance with the provisions of subsection (C)(1) of this section;
- b. For new manufactured home parks and subdivisions; for expansions to existing manufactured home parks and subdivisions; for existing manufactured home parks and subdivisions where the repair, reconstruction or improvement of the street, utilities and pads equals or exceeds 50 percent of the value of the streets, utilities and pads before the repair, reconstruction or improvement has commenced; and for manufactured homes not placed in a manufactured home park or subdivision, it is required that:
 - i. Stands or lots are elevated on compacted fill or on pilings so that the lowest floor of the manufactured home will be at or above the base flood level;
 - ii. Adequate surface drainage and access for a hauler are provided; and
 - iii. In the instance of elevation on pilings, that:
 - (A) Lots are large enough to permit steps,
 - (B) Piling foundations are placed in stable soil no more than 10 feet apart, and
 - (C) Reinforcement is provided for pilings more than six feet above the ground level.

RESPONSE: The proposed project is not a manufactured home.

4. Floodways. Located within areas of special flood hazard established in the FIRM are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of flood waters which carry debris, potential projectiles, and erosion potential, the following provisions apply:
 - a. Prohibit encroachments, including fill, new construction, substantial improvements, and other development unless certification by a registered professional engineer is provided demonstrating through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge.
 - b. If the requirements of subsection (D)(4)(a) of this section are satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of subsection C of this section. [BC [9.05.060](#), amended by Ordinance No. 3400, 9/10/84; Ordinance No. 3487, 1/14/86; Ordinance No. 3564, 5/5/87; Ordinance No. 3887, 3/21/94; Ordinance No. 3984, 6/10/97; Ordinance No. 4078, 11/9/99; Ordinance No. 4107, 5/1/00; Ordinance No. 4249, 4/7/03; Ordinance No. 4744, 10/17/18]

RESPONSE: The proposed work in the floodway consists of removal and replacement of an existing driveway approach, and as shown on the drawings included with this submittal will consist of a net cut to the finish grade in the floodway and so will not increase flood levels.

Beaverton Engineering Design Manual and Standard Drawings

210.21 Driveways

Code:

A. Design standards. Driveways shall be designed and constructed to City standards per this manual and the appropriate Standard Drawings.

Narrative: The two driveways proposed for removal and replacement are designed per Standard Detail 210, Standard Commercial Driveway.

B. Elevations of Driveways. Driveways and private property access providing primary emergency vehicle access to habitable structures shall be designed with travel lanes at or above the 25-year flood elevation but not lower than six (6) inches below the 100-year flood elevation.

Narrative: The two driveways proposed for removal and replacement are more than 6 inches below the 100-year flood elevation, but as the adjacent roadway (SW 139th Way) is existing and below the 100-year flood elevation, the replaced driveways cannot be constructed

Clean Water Services District Design and Construction Standards Manual

5.10 Flood Management Design Standards

Code:

5.10.1 Purpose The purpose of these standards is to reduce the risk of flooding, prevent or reduce the risk to human life and property, and maintain the functions and values of floodplains, such as allowing for the storage and conveyance of stream flows through existing and natural flood conveyance systems.

5.10.2 Flood Management Areas Defined

- a. Flood management areas shall include, but are not limited to, the following:
 1. Land identified within the 100-year floodplain and floodway as shown on the Federal Emergency Management Agency Flood Insurance maps
 2. Land identified in updated flood studies or any other authoritative data documenting flood elevations as approved by the District or City/County
- b. Applicants shall use the most recent and technically accurate watershed model information available from the District, or other updated data as approved by the District, to determine flood areas.
- c. Notwithstanding any other provisions of these rules, the area within the town center of the City of Tualatin is not subject to the Flood Management Design Standards set out in Section 5.10 of these rules.

Narrative: Please refer to Section 60.10.10.1 for a description of the floodplain area shown on the plans.

5.10.3 Design Criteria The standards that apply to the flood management areas apply in addition to local, state, and federal restrictions governing floodplains and flood hazard areas.

- a. All fill placed in a floodplain shall be balanced with an equal amount of soil material removal and shall not decrease floodplain storage capacity at any stage of a flood (2, 25, or 100-yr event). No net fill in any floodplain is allowed except when all of the following conditions are met:
 1. When an area has received special protection from floodplain improvement projects which either lower the floodplain, or otherwise protect affected properties;
 2. Where the exceptions comply with adopted master plans, watershed management plans, or subbasin plans, if any; and
 3. When all required permits and approvals have been obtained in compliance with FEMA rules and other local, state, and federal laws regarding fill in floodplains.

Narrative: No net fill is proposed in the floodplain, as shown on the Floodplain Cut-Fill Plan. Removal of a portion of the existing parts/service building and re-grading of a portion of the parking/vehicle storage lot compensates for the fill within the floodplain for construction of the proposed service building.

- b. Large areas may not be excavated in order to gain a small amount of fill in a floodplain. Excavation areas shall not exceed the fill areas by more than 50 percent of the square footage, unless approved by the District.

Narrative: Within the limits of construction, cut areas do not exceed fill areas by more than 50 percent.

- c. Any excavation dug below the winter "low water" elevation shall not count toward compensating for fill since these areas would be full of water in the winter and not available to hold stormwater following a rain. Winter "low water" elevation is defined as the water surface elevation during the winter when it has not rained for at least three days, and the flows resulting from storms have receded. This elevation may be determined from records, studies, or field observation. Any fill placed above the 100- year floodplain will not count towards the fill volume.
- d. The excavated area shall be designed to drain if it is an area identified to be dry in the summer, e.g., if it is used for a park or mowed in the summer. Excavated areas identified to remain wet in the summer, such as a constructed wetland, shall be designed not to drain. For areas that are to drain, the lowest elevation shall be at least 6 inches above the winter "low water" elevation, and sloped to drain. One percent slopes will be allowed in areas less than 1,000 square feet.
- e. Excavation to balance a fill shall be located on the same parcel as the fill unless it is not reasonable or practicable to do so. In such cases, the excavation shall be in the same drainage basin, within points of constriction on the conveyance system, if any, as near as practical to the fill site, and shall be constructed as a part of the same development project.

Narrative: All proposed excavation within the floodplain will be paved and designed to drain to the storm sewer. Due to the presence of the existing storm sewer, no areas will conflict with the winter "low water" elevation as defined above.

f. Short term parking (motor vehicles remain parked for less than 18 hours per day) in the floodplain may be located at an elevation of no more than one foot below the ten year floodplain so long as the parking facilities do not occur in a Water Quality Sensitive Area or vegetated corridor. Long term parking (motor vehicles remain parked for greater than 18 hours without being moved) in the floodplain may be located at an elevation of no more than one foot below the 100-year floodplain so long as the parking facilities do not occur in a Water Quality Sensitive Area or Vegetated Corridor.

Narrative: The 100-year floodplain elevation is 184.2, so long-term parking is allowed at 183.2 and higher. The 10-year floodplain elevation is 183.5, so short-term parking is allowed at 182.5 and higher. To meet this criteria, proposed service vehicle staging area is at 182.5 and above. The existing approved vehicle inventory, which includes areas below 183.2 and below 182.5, was established and in use prior to the development of this regulation.

g. Temporary fills permitted during construction shall be removed upon completion of construction prior to the close of the in-stream work window as defined by Oregon Department of Fish and Wildlife or other local, state or federal authority.

h. Excavation and fill required for the construction of detention facilities or other facilities, such as levees, shall be specifically designed to reduce or mitigate flood impacts. Levees shall not be used to create vacant buildable land.

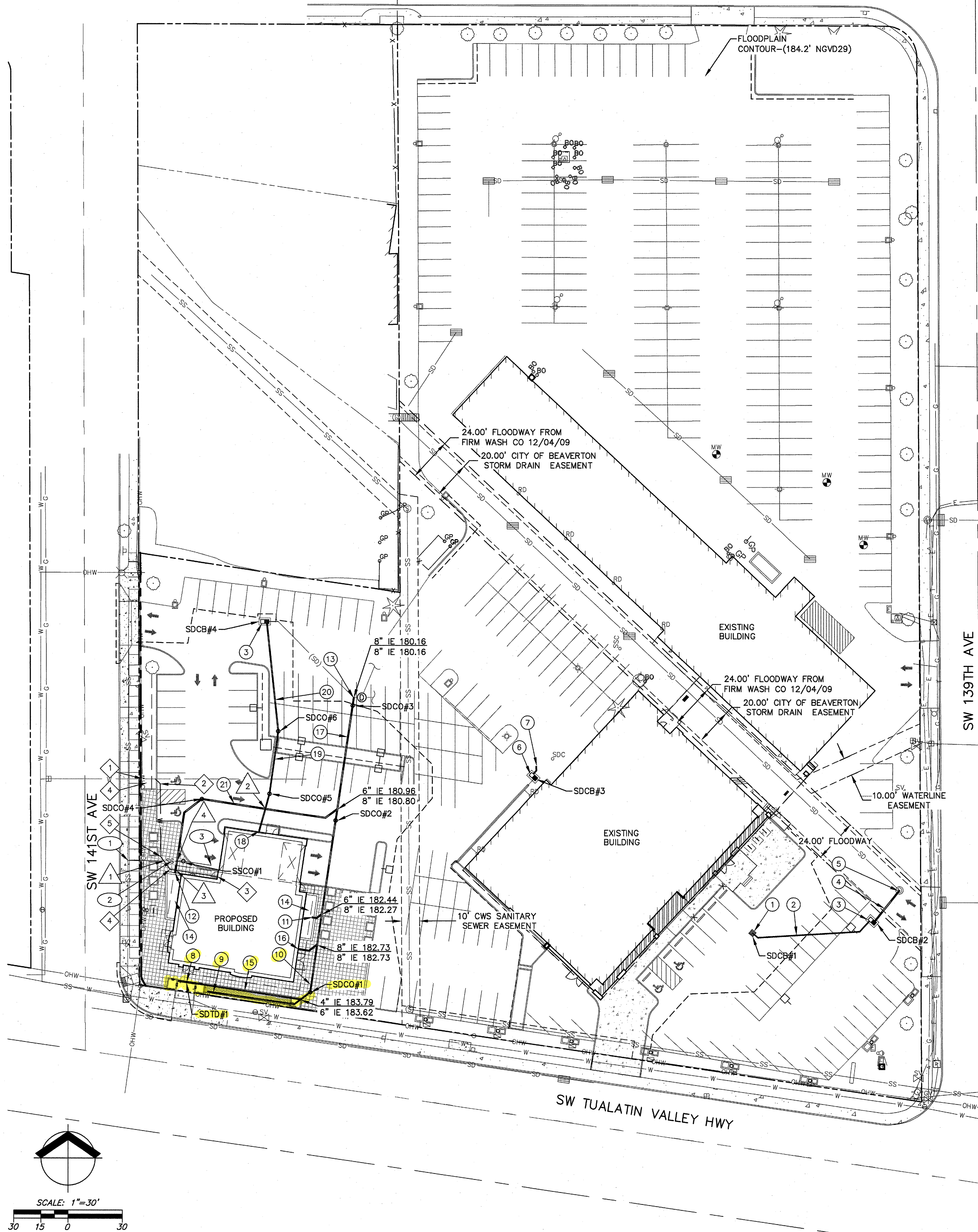
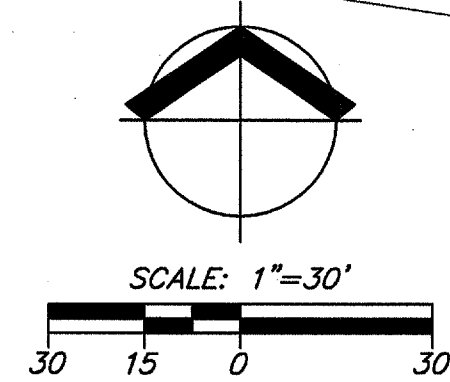
i. Excavation and fill required to restore or enhance floodplains, riparian areas, wetlands, uplands, and streams, including but not limited to the planting of vegetation and daylighting existing storm pipes, shall be permitted as long as the design complies with applicable federal, state and local standards.

j. The floodplain may not be modified to increase water velocities such that stream bank erosion will be increased, unless the stream banks are protected to prevent the increased erosion.

k. Uncontained areas of hazardous materials are prohibited within flood management areas.

l. Existing nonconforming uses are allowed to continue in the flood management area. Existing nonconforming uses may be modified with approval from the District or City/County.

m. Any proposed work within or modification to a floodway shall be certified by an Oregon Registered Professional Engineer as to how it conforms to these standards and all other local, state, and FEMA regulations. n. For streams, creeks, rivers and other watercourses where the floodway has not been identified, the entire floodplain shall be treated as a floodway unless a study has been prepared by an Oregon Registered Professional Engineer and approved by the District/City/County to define the floodway limits for a stream section.



WATER CONSTRUCTION NOTES

1. CONNECT TO 1" EXISTING DOMESTIC WATER LINE. CONTRACTOR TO VERIFY LOCATION OF EXISTING DOMESTIC WATER LINE AND CONTACT ENGINEER IMMEDIATELY IF DISCREPANCIES OCCUR.
2. REMOVE OR ABANDON EXISTING 1" DOMESTIC WATER LINE ABANDONED IN PLACE.
3. INSTALL 78.7 LF OF 1" DOMESTIC WATER LINE. STUB 5' FROM BUILDING. DOUBLE CHECK VALVE TO BE INSTALLED WITHIN BUILDING. REFER TO PLUMBING PLANS FOR BUILDING CONNECTION AND DOUBLE CHECK VALVE LOCATION.
4. INSTALL 1" 45° DOMESTIC WATER LINE BEND.
5. INSTALL 1" 11.25' AND 22.5' DOMESTIC WATER LINE BEND (TOTAL DEFLECTION 35°).

SANITARY SEWER CONSTRUCTION NOTES

1. INSTALL TEE CONNECTION INTO EXISTING PUBLIC SANITARY SEWER LINE. CONTRACTOR TO POTHOLE EXISTING SANITARY SEWER LINE PRIOR TO CONSTRUCTION, IF 2% MINIMUM SLOPE CANNOT BE ACHIEVED CONTACT ENGINEER IMMEDIATELY.
2. INSTALL 46 LF OF 4" PVC SANITARY SEWER LINE AT 2% MINIMUM SLOPE.
3. 4" SANITARY SEWER LINE CONNECTION, IE=181.20. STUB 5' FROM BUILDING

SANITARY SEWER STRUCTURE TABLE

SSCO#1
SANITARY CLEANOUT
RIM: 187.01
IE OUT (4"W): 180.99

SANITARY SEWER GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY CITY OF BEAVERTON.
2. ALL WORK IN PUBLIC EASEMENTS SHALL BE IN ACCORDANCE WITH CITY OF BEAVERTON DESIGN STANDARDS AND SPECIFICATIONS.
3. EXISTING UTILITIES SHOWN ARE APPROXIMATE ONLY AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE CORRECT LOCATIONS BEFORE DIGGING.
4. THE CONTRACTOR SHALL LOCATE AND VERIFY OTHER UNDERGROUND IMPROVEMENTS PRIOR TO CONSTRUCTION.
5. ALL PIPE TO BE INSTALLED WITH IMPORT PIPE BEDDING PER THE DETAIL ON SHEET C110.
6. THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF BEAVERTON PRIOR TO ALL WORK WITHIN THE PUBLIC EASEMENTS.
7. SEE STORM PLAN FOR STORM CROSSING INFORMATION.
8. ALL SEWER CONNECTIONS NOT MADE AT A STRUCTURE TO BE 'WYE' CONNECTIONS.

STORM GENERAL NOTES

1. ALL STORM SEWER CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS AND THE APPLICABLE REQUIREMENTS OF THE UNIFORM PLUMBING CODE, AND THE APPLICABLE REQUIREMENTS OF THE CITY OF BEAVERTON.
2. NO DRAINAGE PIPING OR PART THEREOF, WHICH IS CONSTRUCTED OF MATERIALS OTHER THAN THOSE APPROVED FOR USE UNDER OR WITHIN A BUILDING, SHALL BE INSTALLED UNDER OR WITHIN FIVE (5) FEET OF ANY BUILDING OR STRUCTURE, OR PART THEREOF, NO LESS THAN ONE (1) FOOT BELOW THE SURFACE OF THE GROUND. (EXCEPT IN AREAS WHERE DIP IS SPECIFIED). THIS INCLUDES STRUCTURES SUCH AS PORCHES AND STEPS, WHETHER COVERED OR UNCOVERED, BREEZEWAYS, ROOFED PORTE-COACHERES, ROOFED PATIOS, CARPORTS, COVERED WALKS, COVERED DRIVEWAYS, AND SIMILAR STRUCTURES OR APPURTENANCES. LOCATION OF EXISTING UTILITIES ARE BASED ON AVAILABLE INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY DEPTH AND LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION AND INFORM THE ENGINEER OF ANY DISCREPANCIES IN THE PLANS. CALL FOR LOCATES AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL AT ALL TIMES ABIDE BY APPLICABLE SAFETY RULES OF O.S.H.A. AND IN PARTICULAR THOSE PERTAINING TO ADEQUATE SHORING AND TRENCH PROTECTION OF WORKMEN.
4. APPROXIMATE FINAL FINISHED RIM ELEVATIONS WITHIN PAVEMENT ARE APPROXIMATE. FINAL FINISHED RIM ELEVATIONS SHALL MATCH FINISHED PAVEMENT GRADES.
5. ALL TRENCHES PARALLEL TO THE BUILDING SHALL BE KEPT OUT OF THE ANGLE OF REPOSE FOR THE BUILDING FOOTING.
6. CHANGES IN DIRECTION OF DRAINAGE PIPING SHALL BE MADE BY THE APPROPRIATE USE OF APPROVED FITTINGS AND SHALL BE OF THE ANGLES PRESENTED BY ONE-SIXTEENTH BEND, ONE-EIGHTH BEND, OR ONE-SIXTH BEND OR OTHER APPROVED FITTINGS OF EQUIVALENT SWEEP. INLET AND OUTLET CONNECTIONS SHALL BE MADE BY THE USE OF A FLEXIBLE COMPRESSION JOINT NO CLOSER THAN 12" AND NO FARTHER THAN 36" FROM THE MANHOLE. NO FLEXIBLE COMPRESSION JOINT SHALL BE EMBEDDED IN THE MANHOLE BASE. MANHOLES SHALL HAVE A SMOOTH UNIFORM WATERWAY WITH CHANGES OF DIRECTION MADE WITH THE APPROPRIATE SWEEP OFFSET AS PER THE OREGON PLUMBING SPECIALTY CODE. OPEN-GRATE LIDS WILL NOT BE ALLOWED ON ANY MANHOLE.
7. ALL STORM SEWER CONNECTIONS NOT MADE AT A STRUCTURE TO BE 'WYE' CONNECTIONS.

STORM STRUCTURE TABLE

SDCB#1
STORM DRAIN CATCH BASIN
RIM: 181.92
IE OUT (4"SE): 180.24
COVER: 1.35'

SDCB#2
STORMFILTER - 2 CARTRIDGE
RIM: 181.08
IE IN (4"SW): 178.88
IE OUT (8"NE): 178.78

SDCB#3
STORMFILTER - 2 CARTRIDGE
RIM: 183.25
IE IN (6"SW FROM ROOF DRAIN): 181.05
IE OUT (8"NE): 180.95

SDCB#4
STORMFILTER - 1 CARTRIDGE
RIM: 182.45
IE IN (6"SE): 180.31
IE OUT (8"E): 180.15

SDCO#1
STORM DRAIN CLEANOUT
RIM: 187.03
IE IN (6"S): 183.59
IE OUT (8"N): 183.43

SDCO#2
STORM DRAIN CLEANOUT
RIM: 186.42
IE OUT (8"N): 180.85

SDCO#3
STORM DRAIN CLEANOUT
RIM: 184.08
IE OUT (8"N): 180.21

SDCO#4
STORM DRAIN CLEANOUT
RIM: 186.46
IE OUT (6"E): 183.44

SDCO#5
STORM DRAIN CLEANOUT
RIM: 186.58
IE OUT (6"NE): 183.51

SDCO#6
STORM DRAIN CLEANOUT
RIM: 184.83
IE OUT (6"NW): 182.33

SDTD#1
STORM DRAIN TRENCH DRAIN
10 LF TRENCH DRAIN
RIM: 187.08
IE OUT (4"E): 186.00

LEGEND

- EXISTING BOUNDARY LINE
- EXISTING CENTERLINE
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- EASEMENT LINE
- BUILDING OVERHANG LINE
- X --- FENCE LINE, TYPE AS NOTED
- SS --- SANITARY SEWER LINE
- SD --- STORM LINE
- (SD) --- ASSUMED STORM LINE
- G --- UNDERGROUND GAS LINE
- BUILDING FACE
- EXISTING FLOODPLAIN
- 4 --- EXISTING CONCRETE SURFACE
- SSC --- SANITARY SEWER CLEANOUT
- S --- SANITARY SEWER MANHOLE
- CATCH BASIN
- CATCH BASIN - TRAPPED TYPE
- STORM DRAIN MANHOLE
- RD --- ROOF DRAIN
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- WATER VALVE
- WATER METER BOX
- PROPOSED STORMFILTER CATCHBASIN
- PROPOSED STORM CATCHBASIN
- PROPOSED STORM LINE
- PROPOSED TRENCH DRAIN
- SS --- PROPOSED SANITARY SEWER LINE
- W --- PROPOSED WATER LINE

STORM CONSTRUCTION NOTES

1. INSTALL LYNCH STYLE STORM CATCHBASIN. REFER TO SHEET C110 FOR STANDARD "TRAPPED" STYLE CATCH BASIN DETAIL.
2. INSTALL 68 LF OF 4" C900 STORM LINE AT 2.0% SLOPE.
3. INSTALL STORMFILTER CATCHBASIN. REFER TO SHEET C111 FOR MORE INFORMATION AND STORMFILTER CATCHBASIN DETAIL.
4. INSTALL 24 LF OF 8" PVC STORM LINE AT 2.0% SLOPE.
5. CONNECT PROPOSED 8" STORM LINE INTO EXISTING STORM MANHOLE. 8" STORM INVERT: 178.30.
6. INSTALL STORMFILTER CATCHBASIN TO TAKE ROOF DRAIN AND TRENCH DRAIN SYSTEM. REFER TO SHEET C111 FOR MORE INFORMATION AND STORMFILTER CATCHBASIN DETAIL.
7. INSTALL 15 LF OF 8" PVC STORM LINE AT 2.0% MINIMUM SLOPE. CONNECT INTO EXISTING STORM CLEANOUT. IE IN (8"SW): 180.65. CONTRACTOR TO POTHOLE EXISTING STORM CLEANOUT AND VERIFY 2% SLOPE CAN BE ACHIEVED. CONTACT ENGINEER IMMEDIATELY IF ANY DISCREPANCIES OCCUR.
8. INSTALL 10 LF TRENCH DRAIN WITH PEDESTRIAN GRATE, REFER TO SHEET C110 FOR MORE INFORMATION AND STORM DRAINAGE TRENCH DRAIN DETAIL.
9. INSTALL 50 LF OF PERVIOUS PAVEMENT BAND, DRAIN ROCK, AND 59 LF OF 6" PERFORATED PVC STORM LINE TO AT 0.5% SLOPE. REFER TO SHEET C112 FOR MORE INFORMATION AND PERVIOUS PAVEMENT DRAIN DETAIL.
10. INSTALL 95.2 LF OF 8" PVC STORM LINE AT 2.7% SLOPE.
11. INSTALL 6 LF OF 6" PVC STORM LINE AT 22.5% SLOPE. IE AT PLANTER 184.92. CONNECT INTO PROPOSED 8" STORM LINE.
12. INSTALL 45.7 LF OF 8" PVC STORM LINE AT 3.2% SLOPE. IE AT PLANTER 184.92.
13. INSTALL 4.5 LF OF 8" PVC STORM LINE AT 1.0% SLOPE. CONNECT 8" PROPOSED PVC STORM LINE INTO EXISTING STORM LINE AT IE:180.16. CONTRACTOR TO POTHOLE EXISTING STORM LINE FOR SIZE AND INVERT ELEVATION. CONTACT ENGINEER IMMEDIATELY IF INVERT ELEVATION CANNOT BE ACHIEVED.
14. INSTALL LIDA (LOW IMPACT DEVELOPMENT APPROACH) RAIN GARDEN FOR ROOF TREATMENT. REFER TO SHEET C112 FOR MORE INFORMATION AND STORMWATER RAIN GARDEN DETAIL.
15. INSTALL 58 LF OF 4" PVC STORM LINE AT 4.1% SLOPE AND CONNECT INTO PROPOSED PERFORATED PIPE UNDER PERVIOUS PAVERS.
16. INSTALL FOUNDATION DRAIN WITH BACKWATER CHECK VALVE AND 11 LF OF 8" PVC STORM LINE AT 5.6% SLOPE.
17. INSTALL 63.8 LF OF 8" PVC STORM LINE AT 1.0% SLOPE.
18. INSTALL 21.3 LF OF 6" C900 STORM LINE AT 2.4% SLOPE. IE AT BUILDING:183.70.
19. INSTALL 34.7 LF OF 6" C900 STORM LINE AT 3.4% SLOPE.
20. INSTALL 59.3 LF OF 6" C900 STORM LINE AT 3.4% SLOPE.
21. INSTALL 76.6 LF OF 8" PVC STORM LINE AT 3.2% SLOPE. CONNECT INTO PROPOSED 8" STORM LINE.

UTILITY CROSSING NOTES

1. WATER/SANITARY CROSSING
1" WATER INVERT:183.60
4" SANITARY TOP OF PIPE:180.85
2. STORM/STORM CROSSING
6" STORM INVERT:183.40
6" STORM TOP OF PIPE:182.82
3. STORM/WATER CROSSING
6" STORM INVERT:184.87
1" WATER TOP OF PIPE:184.05
4. STORM/SANITARY CROSSING
6" STORM INVERT:184.71
4" SANITARY TOP OF PIPE:181.07

SDM2020-0007
SIDEWALK DESIGN MODIFICATION

EXHIBIT A

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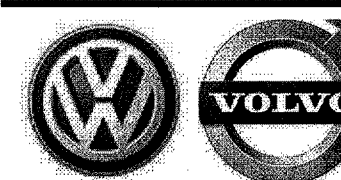
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HERZOG MEIER VOLKSWAGEN
4275 SW 139TH WAY
BEAVERTON, OR 97005
HERZOG MEIER VOLVO
4180 SW 141ST AVE.
BEAVERTON, OR 97005

REVISIONS

NO.	DESCRIPTION

DRAWN BY:

CHECKED BY:

JOB NO:

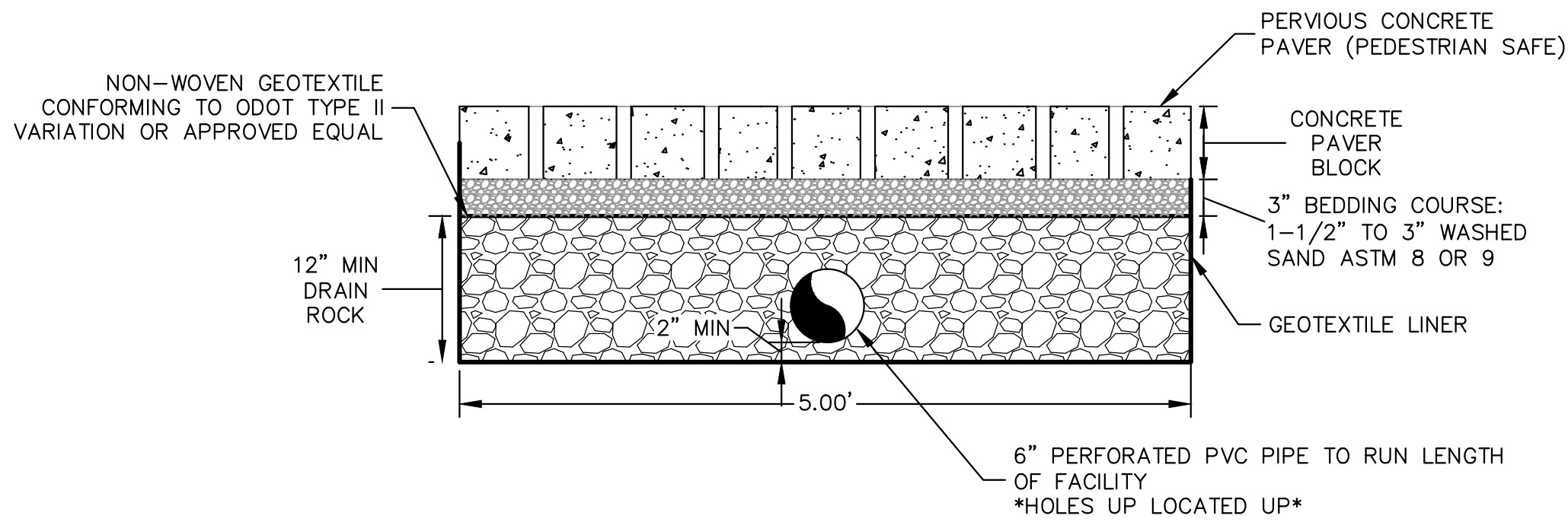
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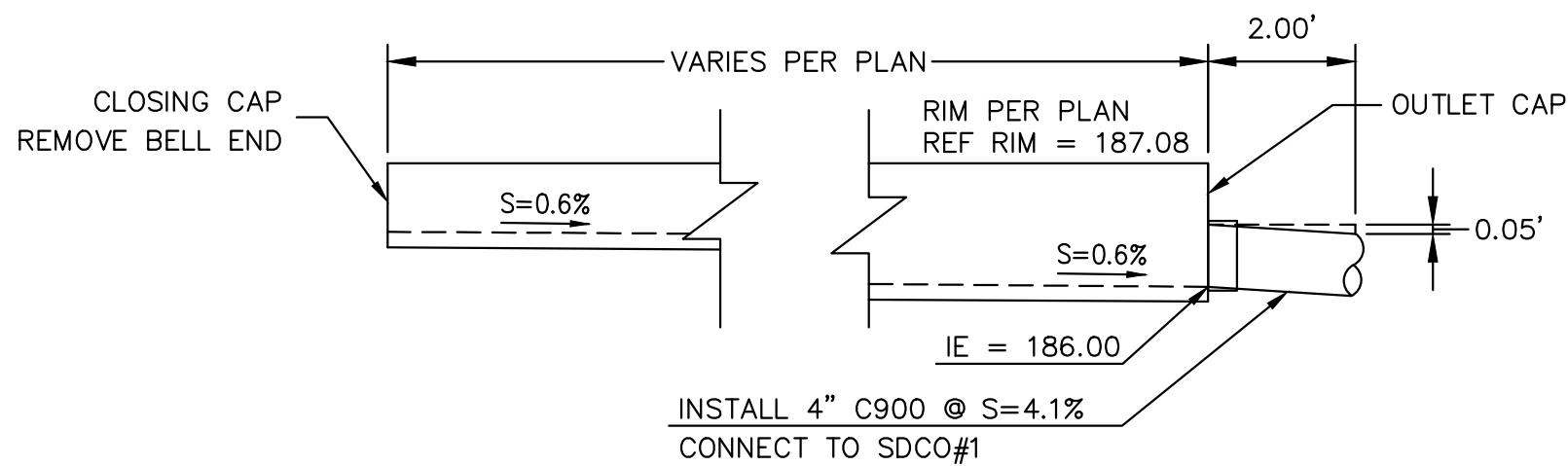
COMPOSITE
UTILITIES

SHEET NO.

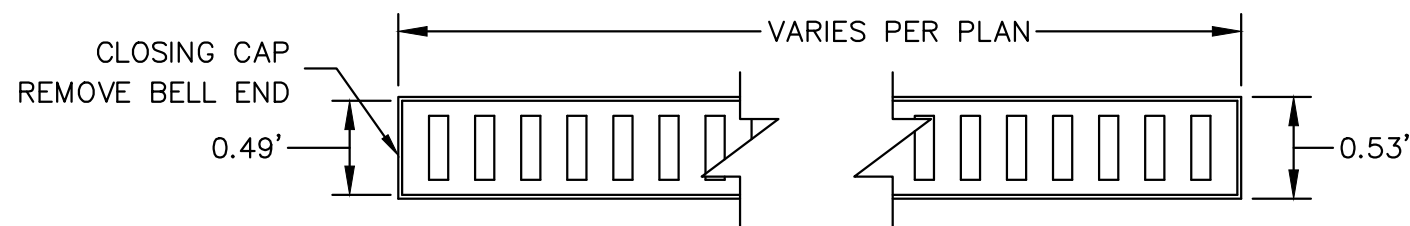
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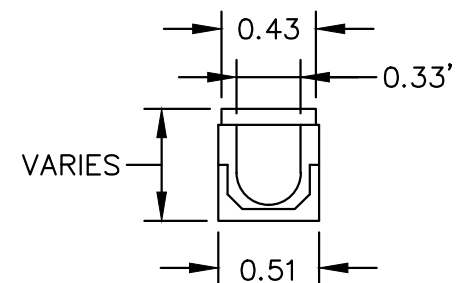
PERVIOUS PAVER DRAIN
NOT TO SCALE



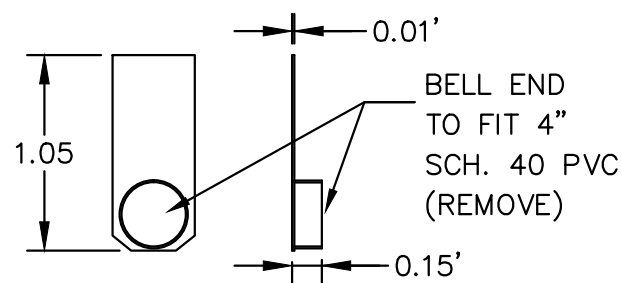
TRENCH DRAIN SIDE VIEW



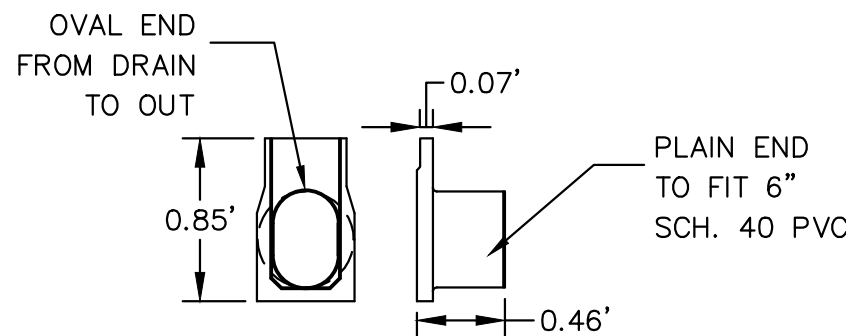
TRENCH DRAIN PLAN VIEW



TYPICAL CROSS-SECTION



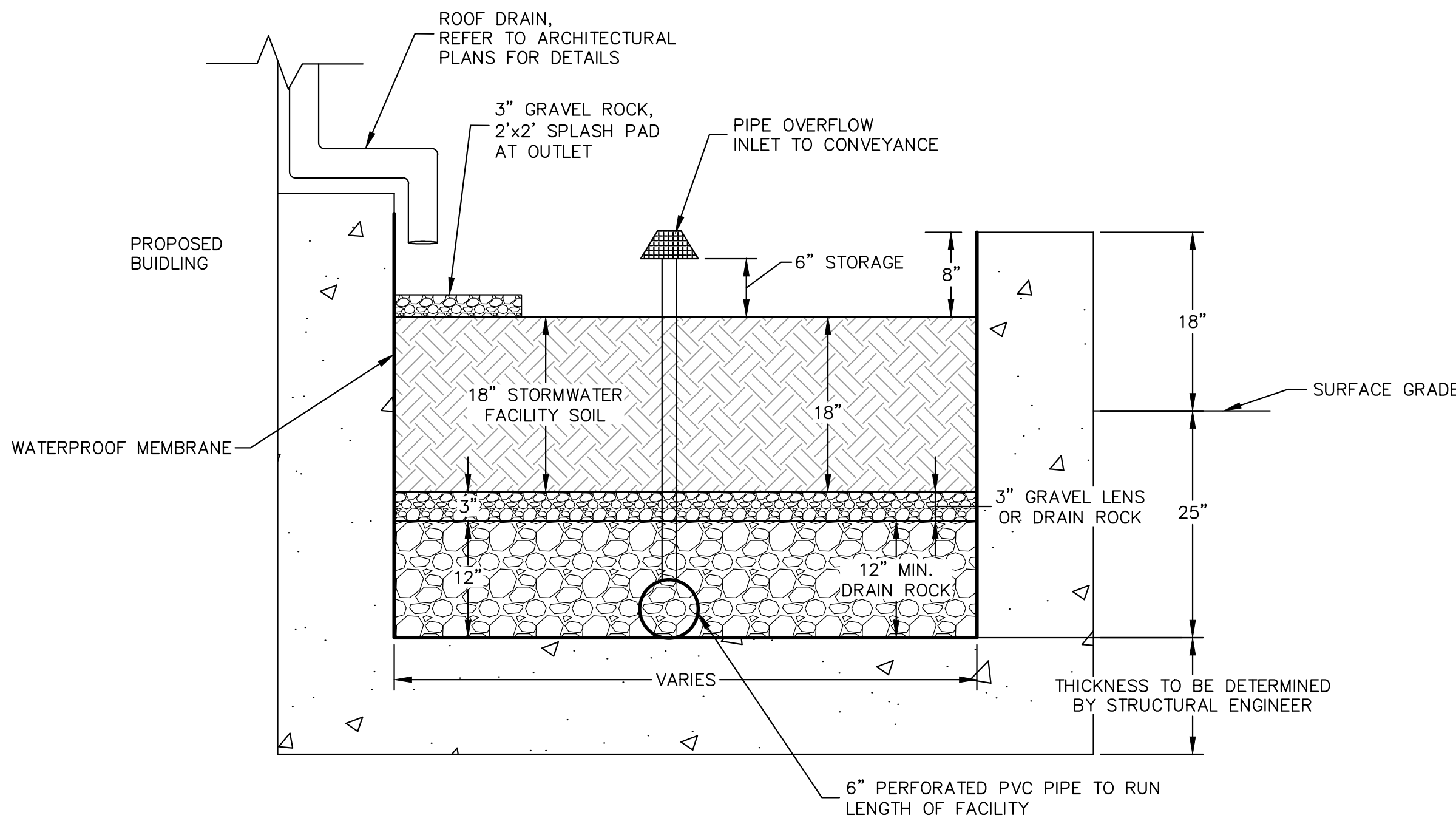
CLOSING CAP



OUTLET CAP

- NOTES:
1. CONTRACTOR TO USE ACO KLASSIKDRAIN – KS100S TRENCH DRAIN OR APPROVED EQUAL.
 2. TRENCH DRAIN GRATE TO BE SLOTTED ADA STAINLESS STEEL, ACO CLASS A – 3,500 LBS, TYPE 44Q. GRATE TO MEET GRADE 304.
 3. CONTRACTOR TO CUT CLOSING CAP TO MEET TRENCH DRAIN HEIGHT REQUIREMENTS & SEAL USING ABS & PVC CEMENT. SEAL OUTLET CAP USING ABS & PVC CEMENT.
 4. CONTRACTOR TO INSTALL C900 PVC BETWEEN TRENCH DRAIN AND CLEANOUT.

STORM DRAINAGE TRENCH DRAIN DETAIL
NOT TO SCALE



STORMWATER RAIN GARDEN
NOT TO SCALE

REVISIONS

DRAWN BY: KDD
CHECKED BY: JRS
JOB NO: 21299080

DATE: 09/26/2012
ISSUED FOR: PERMIT

**STORM
DETAILS**

SHEET NO.

C112